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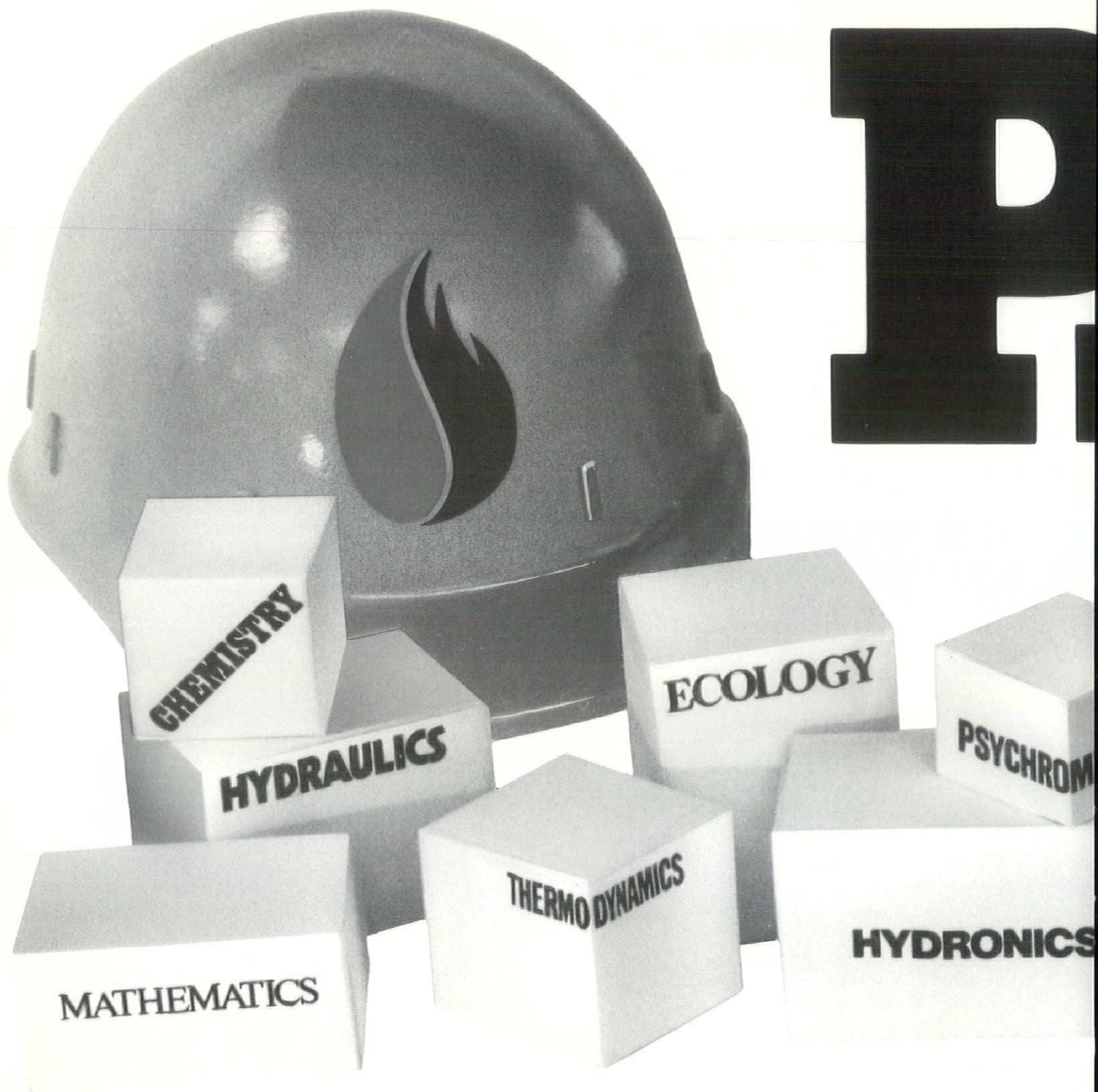
Monthly  
Bulletin

Michigan  
Society of  
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June 1973  
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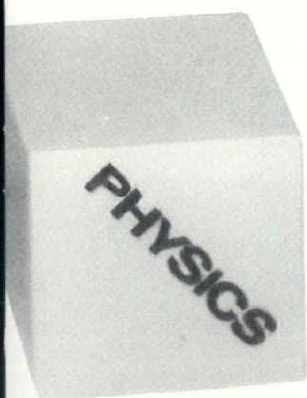
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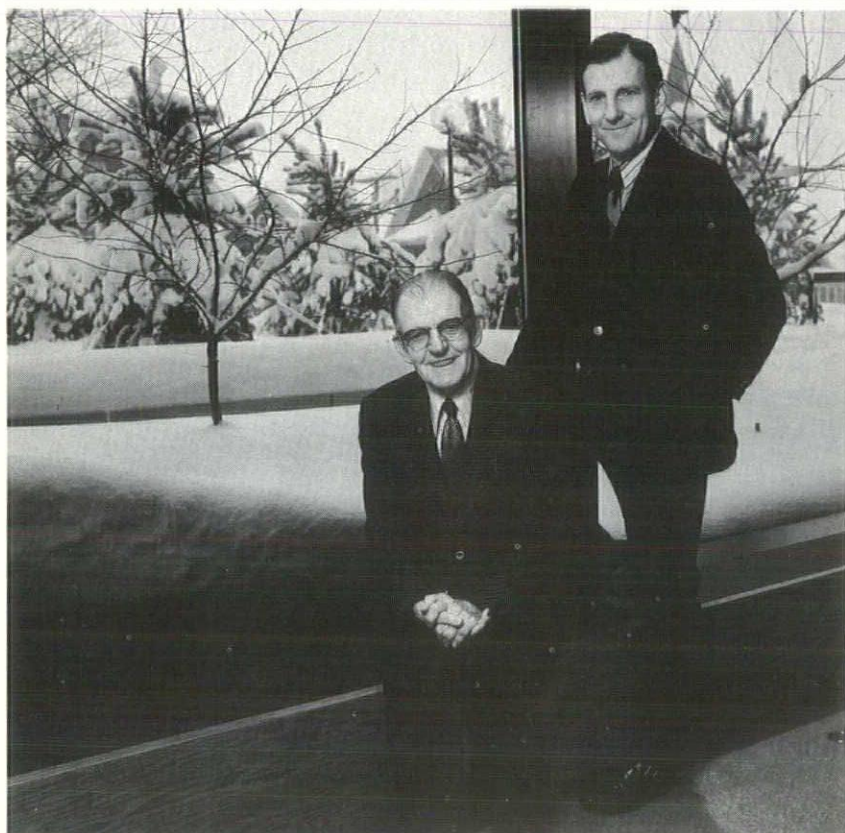


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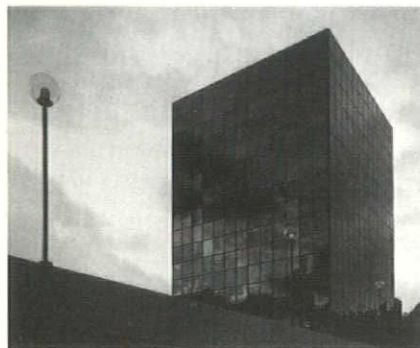
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## Monthly Bulletin

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June, 1973

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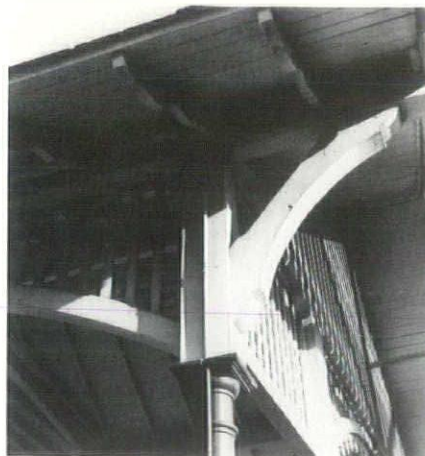
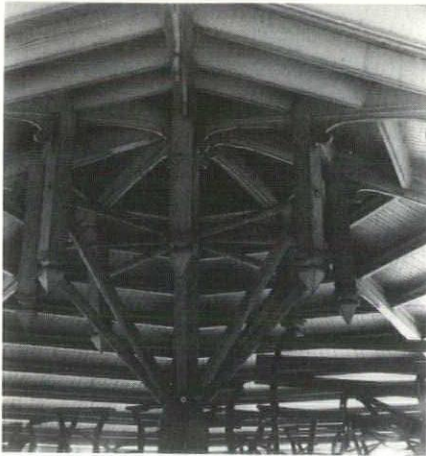
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## BELLE ISLE: an endangered treasure

### M.B. Committee on Belle Isle

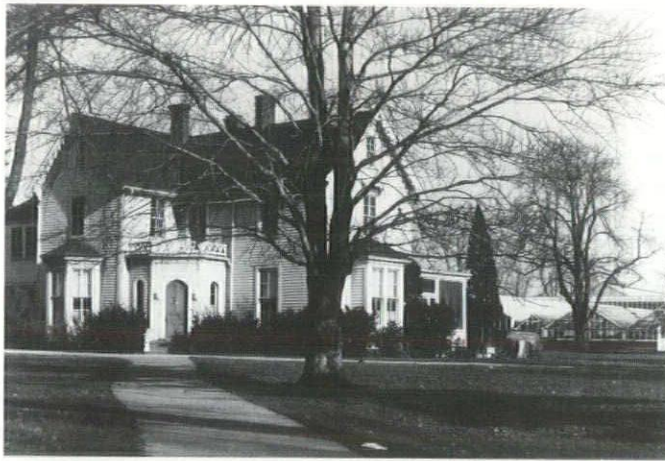
*James P. Gallagher, Author*

*Dale R. Johnson, architect, Smith, Hinchman & Grylls*

*Morley Scott Stevenson, architectural graduate student, Cranbrook*

*Mrs. Marilyn Tuchow, urban advocate*

*(The major research for this article was by Mrs. Tuchow & Mr. Stevenson)*



On April 29, more than a thousand people turned out for a volunteer clean-up day on Belle Isle in an outpouring of citizen concern for one of Michigan's most beautiful natural resources. Two weeks previously, a local radio station sponsored a "Kite Flying Day," and this combination of a "happening" and a lovely Spring day brought some 50,000 people to the island, mostly young, and all via automobiles or motorcycles. The ensuing traffic jam backed up east and west on Jefferson and north on Grand Boulevard for miles, a jam that wasn't untracked until late that evening.

There is probably some sort of moral in the difference between the attendance at the work session and that on the "fun and games" day, but the two occasions proved two things about Belle Isle: First, that people are looking for almost any excuse to come there, and second, that the island cannot possibly handle mass invasions of automobiles, nor the mountains of refuse that today's crowds leave behind them.

Many citizens have become concerned about what they see as a slow, but certain, deterioration of Belle Isle. Each year seems to see the disappearance of another physical landmark or activity that once attracted people from all over the



midwest, sometimes from many parts of the world. In some cases, these gaps are caused by changes in the public's leisure interests (less canoeing, ice-skating, horseback riding, etc.), but Belle Isle aficionados are most concerned about deficient maintenance and seeming lack of public interest.

Nobody is more concerned than the man who has the primary responsibility for Belle Isle's upkeep and quality: John M. May, general superintendent of the Department of Parks and Recreation. He is deeply in love with the island (and visits it several times a week throughout the year), he understands what should and must be done to make it more attractive and more usable, but he is in the position of a man bailing out the sea with a tin cup. Out of the overall parks budget, he is able to allot approximately \$75,000 for Belle Isle maintenance, but he estimates that it would take an additional \$35,000-\$40,000 to do a first class job of upkeep (although this would not include replacements or capital improvements).

In one area, capital funds, Mr. May is now able to make a number of long needed improvements. The new bathhouse, and the demolition of the old 1903 building was done this year with some \$300,000 from a combination of city funds and a grant. And State funds of \$1.9 million have been made available through the Department of

Natural Resources, and the Parks and Recreation Department has budgeted the following capital improvements, all aimed at expanding facilities already proven most popular with visitors.

**Picnic areas: \$300,000.** Primarily the development of a complete new family picnic area at the head of the island near Livingston Light, with parking only at its periphery.

**Athletic areas: \$500,000.** Fields will be lighted and a badly needed drainage system installed. Tennis courts will be resurfaced and a number of new courts added. The area's layout will be re-arranged for maximum use.

**Fishing piers: \$500,000.** This activity is expected to zoom, since millions of steelhead trout and salmon fingerlings are to be released into Belle Isle waters this Spring by DNR, and the adult fish will be returning within the next few years and from then on.

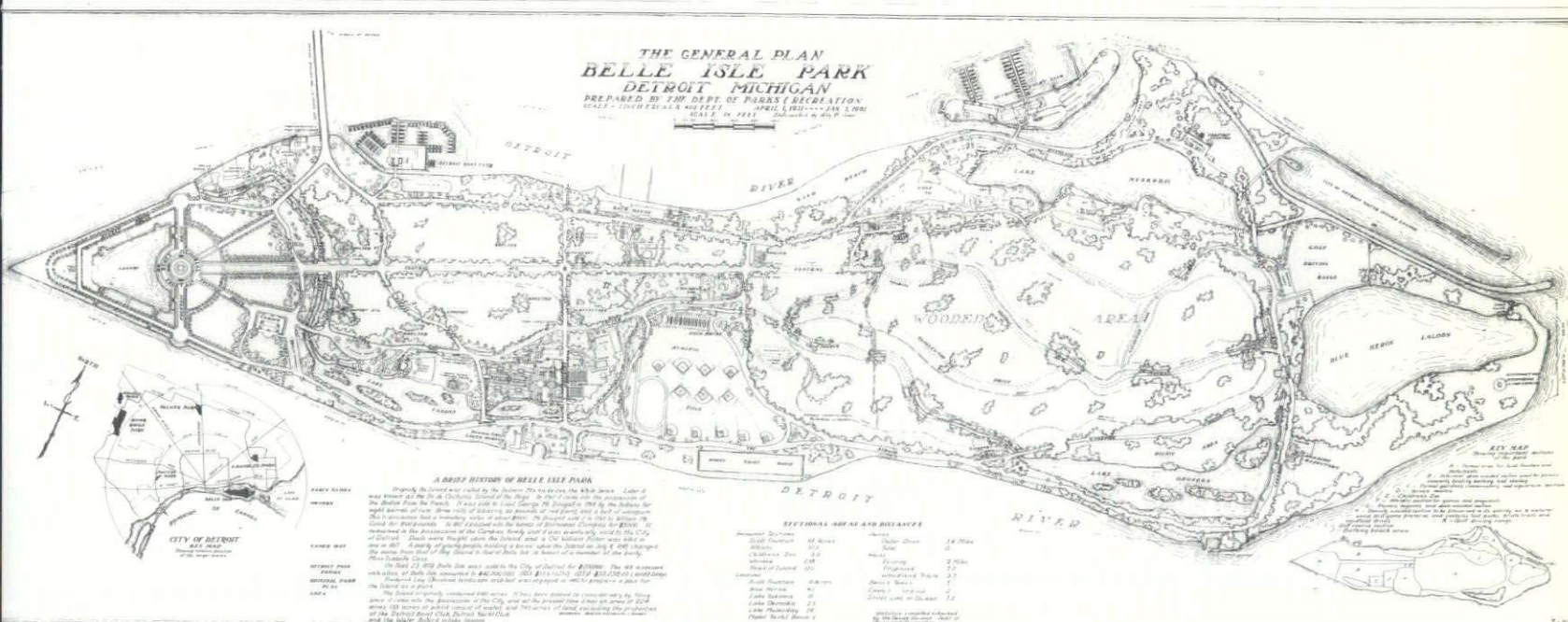
**Nature Center: \$650,000.** Probably to be located within the wooded area of the island, directly accessible to restored nature trails and the animal life of the eastern end of the island.

While John May's efforts are all aimed at increasing use of the island by many citizens, he realizes that increased use will demand increased money and manpower for maintenance and operation. He abhors the heavily promoted, "gim-

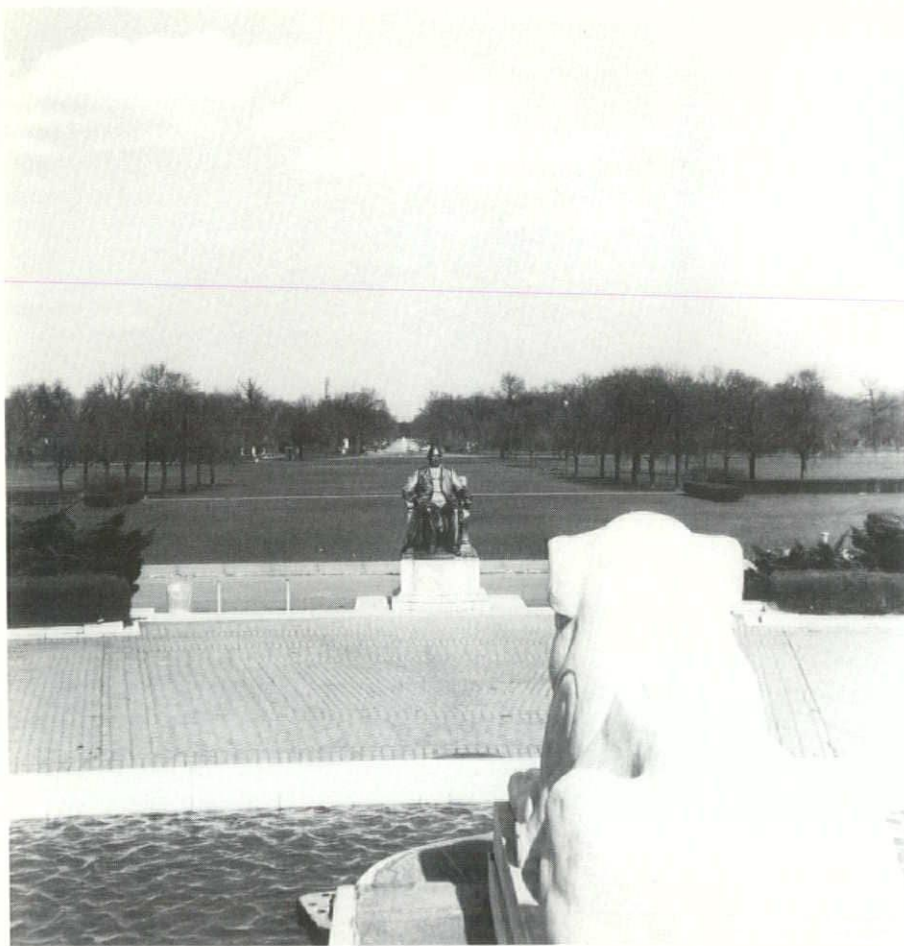
mick" event, pointing out that the kite-flyers and their watchers shot several weeks of normal maintenance budget. Said May: "I thought that all young people today were ecology and environment minded, but it seemed that the only place we didn't have trash and garbage after they left was in the litter baskets."

Although the island had been a popular outing location for Detroiters since the 1700's, it became the city's property in 1879 (the price was \$200,000, or about \$30 per acre). It is one of the few midwest examples of the park planning skill of Frederick Law Olmsted, the most famous landscape architect of his time, and the designer of New York City's Central Park. Olmsted's plan of 1883-84 can still be seen in the wide Central Avenue mall through the center of the island, the canal cut across the western end, and the general development of open and wooded areas.

Of the many buildings now on the island, only a pavilion and a wharf for ferry service were originally planned by Olmsted, but it was noted that he was well aware of a current civic fear that "large sums of money might be spent by the city in its development", and he thought it best to "avoid an extravagant plan". Experienced observers of municipal proposals since that time cannot be blamed for muttering, "plus ca change, plus ca meme chose".







The "great days" of Belle Isle were probably during the 20's and 30's, when easier accessibility, an expanding population, and a variety of attractions lured great crowds. The present bridge (the third at the same location) opened in 1923 (it cost only \$3 million in that happy time), and for those who didn't drive there was season-long ferry service from the present Naval Armory site as well as from the foot of Third St. downtown. This service died in 1946.

The Scott Memorial Fountain (designed by Cass Gilbert) was completed in 1936, and brought new glory to the island with its expanse of reclaimed land looking down the river to the skyline, the excavation of the new skyscrapers providing the fill for Belle Isle, a perfect example of serendipity. Thousands came to watch the jets of water rise 125 feet in the air, pour from 109 sculptured outlets, all of it lighted in ever-changing colors, with a lovely reflecting lagoon at its western edge.

The Casino (VanLeyen and Schilling, for whom Albert Kahn was a designer) was popular for both lunch and dinner, and was often used for private parties. The Detroit Zoo was located in the center of the island, the Detroit Boat Club and the Detroit Yacht Club brought thousands of their upper income members regularly, and the beach was one of the very few swimming places that Detroiters had on the waterway that flowed past the city. The baseball diamonds were crowded all through the summer by teams from the Detroit Amateur Baseball Federation, and the new golf course was attracting thousands of the new middle class to this growing pastime.

But then, as now, the most popular single use of Belle Isle was the casual family drive around the island, with perhaps a stop or two along the trip to watch the unending stream of shipping past the island, ranging from the smallest of runabouts or pleasure sailboats, up to the gigantic ore-carriers. There is a claim, possibly apochryphal, that during the shipping season you can stand on the south bank of Belle Isle and never be out of sight of a ship, either upbound or downbound. Since the road is but a few feet from the water's edge, and traf-



fic is one-way, counter-clockwise around the island, movement of cars is often hardly more than a walking speed. The one-way traffic plan is highly efficient for a high load of traffic as long as it keeps moving. This system only breaks down when a high percentage of the cars stop and park at a "happening", thus making Belle Isle different from many other urban parks, where most of any big crowd comes by public transportation or walks to the park.

Belle Isle is still very popular with visitors, in spite of the restrictions enforced by budget problems. It is open 24 hours a day, 365 days a year, unless sheer traffic congestion forces a temporary closing of the bridge. An average summer Saturday or Sunday will see some 13,000 autos and 40,000 people come there, with about 10% of them from out of state or Canada. As near as officials can determine, the all-time crush came on June 29, 1969, when the Gold Cup hydro-plane races brought over 30,000 autos and 125,000 people. The island can handle crowds of people even as large as this, but the autos are the critical factor.

Visitor activities reinforce Olmsted's and John May's hopes for "a green oasis in the middle of the city". About three out of four people engage in "passive" activities, including just driving around, watching the ships, picnicking and wandering through the woods. The Conservatory (Albert Kahn) and the Formal Gardens, the Children's Zoo, and the Dossin Great Lakes Museum are the most popular activities, as is listening to concerts when programs are put on.

Musical events are an excellent example of what Belle Isle has little of today, compared with the past. In 1927, there were 56 summer performances by the Detroit Symphony; in 1972, there were four. The big outdoor effort is now made at Meadowbrook. Again, for twenty seasons, the Belle Isle Concert Band put on 45 performances a summer; the 1972 schedule included just 20.

In the "active" category, about a third is water-oriented (swimming, canoeing, sun-bathing, etc., some 15% play golf, and the same percentage are fishermen. A steadily increasing activity, now up to 10%,







is bicycling, both on the road system and along a recently-developed bicycle trail. The balance of the "actives" is in the competitive sports: baseball, football, tennis, handball, all of which are centered around the specially developed athletic area.

Surprising to most people, the incidence of crime and vandalism on the island is remarkably low. John May, Ed Cay (head of landscaping), and the Belle Isle police agree that both these problems are minor. Benches do occasionally get thrown into the lagoons, and the Conservatory does suffer a little window breakage, but there is little major damage.

Police say that even on a hot summer Sunday, it would be rare for them to have as many as two dozen incidents beyond the petty abrasions always present with big crowds. There are no firm, long-term crime statistics, but the lack of such data makes it obvious that physical and property damage is not a major concern. Family quarrels, arguments over picnic tables, petty thievery seem to be the principal complaints. Major crime is discouraged by the single entrance and exit of the bridge, which the police can seal off within minutes.

Two specific acts of vandalism that did damage popular features were the destruction of the operating mechanism of the Nancy Brown Peace Carillon, which left the bells voiceless, and the gradual theft or destruction of the identification plates on the trees along the five-mile-long Detroit News Nature

Trail, a trail that is now virtually useless due to obstructions and lack of maintenance. The Department hopes that the planned Nature Interpretation Center can also result in the rejuvenation of both the Detroit News Trail, and the newer Blue Heron Lagoon Trail, which has also fallen into disuse.

Says John May:

"Frankly, we're sure that if we could only bring the island back to really top-notch condition that vandalism just wouldn't occur. I feel confident that if the Carillon could be restored, and concerts played on it again, that we would have no further damage. And I think that if the trails were restored and heavily used, that we could safely replace those identification signs. As far as we're concerned, littering is a far worse problem than vandalism."

Another popular pastime of the past, now dwindling, was canoeing. At one time, in addition to the hundreds of rental canoes, many private craft were stored in the boat sheds. Some were very ornate, and were outfitted with cushions, portable phonographs (for younger readers, these were manually oper-

ated record players), and picnic baskets. As recently as 1929, there were 41,000 rentals of canoes during the season; during the past five years, rentals have fluctuated between 12,000-16,000 per season.

When winter freezes over the lagoons, ice-skating is the primary activity. When the first skating pavilion, a rambling Victorian wood building, was opened in 1893, it attracted a crowd of 30,000, far more than could ever be assembled today. But the Flynn Memorial Pavilion provides facilities for this sport, and the lagoons' capacity for skaters is as great as ever.

The three-acre Children's Zoo attracts some 150,000 annually, a drop of more than half since 1962, when there were 317,000 admissions. There is a nominal fee of 25¢ for admission, with the proceeds just about meeting operating costs. For reasons of both economy and maintenance, the animals most successful are domestic ones. The more exotic species require more care and facilities than Belle Isle can provide, although they are generally more interesting to visitors.

One factor in the decreasing use





of many Belle Isle facilities has been the growing number of alternatives open to Detroit and Michigan citizens. When there were no close-by beaches and few pools, the island beach drew many thousands. As middle-income golfers moved to the suburbs, close to many private and public golf courses, attendance dropped at the Belle Isle course. When equestrians found themselves living closer to riding clubs outside the city, they became less and less likely to use the park's bridle trail. With the creation of the outstanding Detroit Zoo at Royal Oak, the sketchy Belle Isle animal exhibits became less attractive.

In many ways, the things that were always most attractive about Belle Isle remain the same, and just as popular: riding around the island, picnicking, ball playing, walking through the woods, watching the river and its panorama. Several changes have hurt: an increase in auto traffic and parking needs, lack of sufficient maintenance funds, and lack of capital funds for new or replacement items (in a chicken or egg situation, more maintenance money would mean less replacement needs), and severe shore erosion at certain points, especially along the south shore, where the land is constantly abraded by the wakes of passing ships.

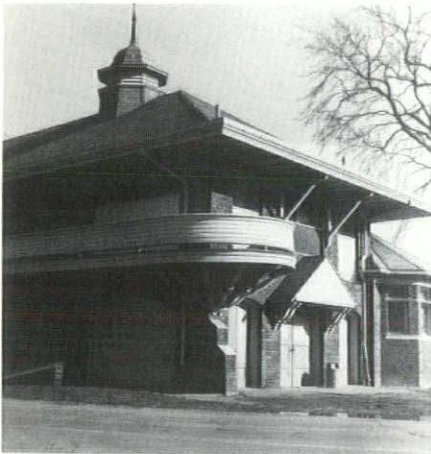
Another serious deterioration is in the major wooded areas, where the Dutch elm disease has destroyed hundreds of towering trees, where deadfalls must lie and rot because of lack of funds and equipment to remove them, where there is no encompassing reforestation program to assure the continuation of the impressive stand of timber that was always the island's crowning glory. Mourns John May:

"Maintenance in the heavily wooded areas is the most difficult and expensive kind of work. It is impossible to get equipment in to do the work, and the only alternative is lots of manpower, a luxury we do not have. We do have a tree-planting program, but most of them go to the peripheral locations."

A number of buildings on the island are of varying architectural interest, ranging from excellent examples of 19th century shingle style to cement block nondescript. The police station, by Detroit's Mason and Rice (1893) is still in







use, and Albert Kahn has three buildings on the island: the present Casino (VanLeyen & Schilling), the Livingston Light, and the Conservatory. There is an aquarium, the Remick Music Shell, the Flynn Pavilion (ice-skating), the Dossin Great Lakes Museum, a canoe and boat shelter, a power station and sewage disposal plant, a field house, golf course shelters, several refectories, and a number of shelters and pavilions scattered throughout the picnic areas. And both the Yacht Club and the Boat Club are significant examples of their building type.

Many of these structures are beginning to show signs of deterioration, but most could be reclaimed with a minimum expenditure. Craftsmanship and materials were

of the highest (following Olmsted's dictum that "Whatever is added to the park should be of the highest quality"), which has enabled many of these structures to withstand the ravages of weather and neglect up to now.

One of Belle Isle's greatest strengths in the past was its ability to get the support of the press and the public for needed improvements. For example, in 1923, the pennies of school children throughout the city were pooled to buy an elephant. Practically every child in the city felt that he or she personally owned the animal, named Sheba, and she enthralled decades of children. And the Detroit News called on the hundreds of thousands of readers of its Experience column (conducted by Mrs. J. E. Leslie, under the nom de plume of Nancy Brown), to support the fund drive that resulted in the Peace Carillon. All of the costs of this musical landmark were met by the donations of News readers, who played an equally important role in the creation of the first Nature Trail.

Such common efforts are rare today. With the exception of the ever-more-successful United Foundation drive, it seems difficult or impossible to organize and carry through public fund drives for cultural or recreational purposes. Newspapers seem to have lost the competitive spirit that led them to create these imaginative public campaigns, and television seems to have too short an attention span to take on such efforts. There are as many public-spirited citizens as ever, but the demands on their time and funds seem endless. Then, too, the growth of big government has led many people to assume that all such resources as a Belle Isle are far beyond their own efforts. Yet, there are any number of specific Belle Isle improvements that could be undertaken by individuals or organizations interested in doing things for the city and its people.

Probably the greatest single need of Belle Isle would be a comprehensive resources planning inventory of every feature of the island, natural and man-made, of the quality of air and water, of the condition and future of the shore line, of a realistic appraisal of what needs to be done to halt deterioration, and some list of priorities.



The new capital improvements planned by the Department, and funded by DNR are bound to be a big step in the right direction, but only a first step. The group of professionals and interested citizens who have been exploring the history, condition, and needs of Belle Isle for the Bulletin article came up with nine suggestions as a framework for the rejuvenation and improvement of the island as the finest public park in the nation:

1) Convince the Mayor to appoint an environmental professional to the next opening on the Parks Commission.

2) Encourage the establishment of a broad-based, private organization for fund-raising and goal-setting, such as the Friends of the Library or the Founders Society of the Art Institute.

3) Support the idea of individuals, corporations, and foundations to undertake specific projects, to be approved and suggested by the Department and the Commission. The media could be again a powerful force, with their power to enlist general public support.

4) Establish a modest (25¢) fee

for all autos entering the island, but no charge for pedestrians or non-motorized vehicles (bicycles). All net fees from these fees to be devoted to the maintenance, improvement, or expansion of Belle Isle facilities.

5) Explore with Uniroyal, Inc. permission for free use of their mainland parking facilities on weekends and holidays, with a DSR shuttle service to and from the island.

6) Explore the feasibility of reinstating a ferryboat system from either or both Gabriel Richard Park, or from downtown (the new Renaissance Center would be an ideal terminus).

7) Ask the Board of Education to make Belle Isle a major terminus for school field trips and athletic events, to re-acquaint succeeding generations with the island and its attractions.

8) Request the Detroit News to consider restoration of the Nancy Brown Peace Carillon and the Detroit News Nature Trail.

9) Develop a plan for the restoration and use of the Casino by the widest possible cross-section of peo-

ple, including the present group of senior citizens who have faithfully supported it. One logical use is large private parties.

The original 690 acres of the island have been expanded to the present 985 through a series of landfills, primarily at either end of the island and a number of existing sloughs or marshy areas. It is still a source of awe and excitement to people seeing it for the first time (a recent visitor from Berlin was incredulous that a city the size of Detroit could have such a recreational resource right in its heart). It seems to the group that studied it that it is time for the city and the state to stop taking Belle Isle for granted, and embark on a program that will make this treasure everything it should be.





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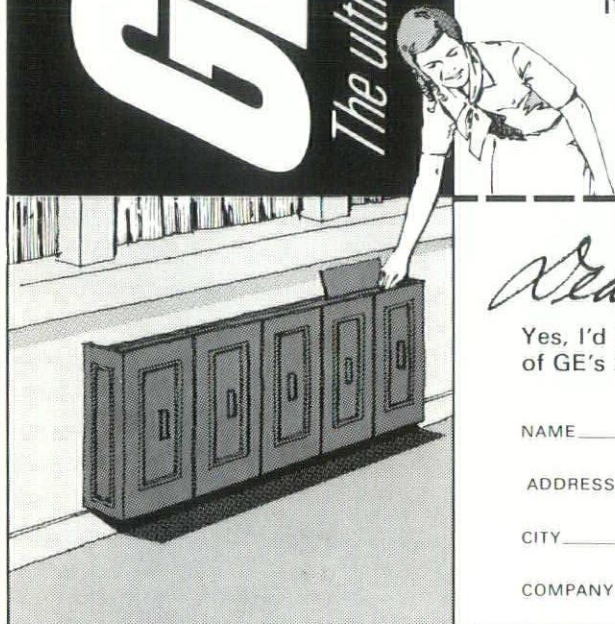
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*As you know, Congress is considering a bill to provide for the extension of the West Front of the U.S. Capitol and the AIA is actively opposing its extension and supporting the restoration of the West Front. While in Washington recently, I had the opportunity to discuss the project in some detail with George White, FAIA, architect of the Capitol. As usual, there are two sides to an argument. Mr. White differs with the AIA and favors the extension. He impressed me as being an experienced and conscientious architect and has some very cogent arguments to support his position that have not been publicized. I asked him to write the following article in order that we Michigan architects can be knowledgeable on all aspects of the situation. Clarence H. Rosa, FAIA.*

#### **U.S. Capitol Extension** *by George White, FAIA*

The preservation of our architectural heritage, as a basic principle, is a subject concerning which there is very little disagreement. As architects, we are professionally trained to recognize and appreciate the history of man as it is manifested in the design of his buildings and physical environment. Ancient buildings that still survive are revered probably as much for their uniqueness as for their particular excellence in design. More modern buildings, for example, those only approximately one hundred years old, may have gained some historical significance as places of important human activity, and may thus represent significance beyond that of an architectural nature. Indeed, some buildings may even be composed of inferior architectural characteristics, and yet be desirable or important to preserve because of the human events that have occurred within or around them.

The United States Capitol is a structure that combines a number of these and other features that render it unique as a national shrine, especially since it is a live,

continuing and vital home of present-day Congresses.

Because so little is generally known, even among architects, about its physical history, a brief summary of the many additions and changes to the building that have occurred throughout the history of the Government in Washington, is informative and appropriate as a foundation for an understanding of the controversy regarding the proposal to extend the West Central Front.

The original building design was a beautiful classical composition consisting of a central principal element surmounted by a low dome, and two symmetrical appendages, one for the Senate and one for the House of Representatives. The first wing (now called the old Senate Wing) was begun in 1793 and completed in 1800. It was occupied and used then by the Senate, the House, the Supreme Court and the Library of Congress. The second wing (now called the old House Wing) was completed in 1807 and then occupied by the House of Representatives. A temporary wood structure, which served as a corridor, connected the two wings. That was the Capitol that the British burned in 1814.

After the fire, the original wings were reconstructed by 1819 and the central portion, with the low dome, was completed in 1829. Dr. Thornton's original design was substantially changed by Latrobe and Bulfinch, the second and third Architects of the Capitol, in the central portion, but the basic concept was completed in 1829. This small building served the Congress and the Supreme Court until the expansion of 1851 to 1863 was completed.

That expansion, designed by Thomas U. Walter, fourth Architect of the Capitol, is the most drastic in the entire history of the building: a wing was added on the north for the use of the Senate; a wing was added on the south for the use of the House; because the huge wings, each larger than the entire completed building of 1829, overpowered the delicate original building, the low wood dome was replaced by a visually balancing huge cast-iron dome, the dome and the wings that we see today.

The base for the dome, viz., the

original central portion, was recognized by Walter as being inadequate; it had been designed for a different composition. He thus made numerous studies for the Congress, showing both the original east front and the original west front extended and modified to bring the central portion into harmony with the large dome and the Senate and House Wings of his design. It is perhaps interesting to note that the present proposal for the West Front extension, as well as the previously accomplished East Front extension, closely follow Walter's suggestions and designs.

Terraces, designed by Olmsted, were added on the north, south and west sides of the building during the period of 1884-1892.

The Senate and House Chambers in the extended 1851-1863 wings were remodeled and changed materially 1949-1951.

The original east central section of the building between the 1851-1863 wings was extended approximately 32½ feet, in marble and granite, during 1958-1961.

Over the years, gas, electricity, steam heating, elevators, air conditioning, electronic equipment, and other utilities were added. Many changes have taken place also throughout the interior including those occasioned by the gas explosion in the late 1800's in the old Senate Wing, and the catastrophic fire in the entire West Central Front that burned most of the Library of Congress volumes that were located there in the 1890's.

The original construction was of local sandstone. The 1851-1863 extensions were of marble and granite. The dome was constructed of cast-iron. The 1958-1961 extensions were of marble and granite.

It is perhaps appropriate that the home of the "greatest deliberative body in the world" should itself have been the subject of controversy at each stage of its development. As is evident, the building grew as the nation grew, and is presently substantially different from its original concept, as well as incomplete from the standpoint of Walter's design.

The question that has been discussed in recent years has arisen out of a major structural problem in the wall that comprises the West Central Front. This wall, which is



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the last remaining exposed original wall, is constructed of sandstone on the exterior, brick on the interior, and loose rubble fill between the two. The building is composed of vaulted and groined masonry arched construction, thus resulting in heavy load bearing walls with substantial lateral thrust.

Because of the poor grade of sandstone that was used in the construction, the wall has deteriorated to a dangerous degree. Not only do many cracks exist from the footings through to the roof, but many of the lintels are cracked and sagging, the portico is unstable without supporting bracing, corner stones have broken and fallen, and the face of the stone itself is substantially deteriorated both in spite of and because of the many layers of paint (as much as 1/4" thick in places) with which all of the stone has been covered since 1829. All of the professionals who have examined the condition have recommended that the wall be strengthened in order to regain its structural integrity.

Two basic methods of "repairing" the wall are available. One, rebuild or restore in place, and two, build a new structure to buttress the existing wall at appropriate locations, thus balancing the lateral thrust from the existing interior arches.

Early in 1971, as the newly appointed Architect of the Capitol, and in anticipation that the Commission in authority, before reaching a conclusion on the matter, would seek my professional judgment in assisting them to evaluate the problem, I began a detailed professional review of all available information relating to the history and development of the West Central Front proposals.

Among the activities in which I engaged during the review are the following:

1. A careful and diligent open-minded study of the Praeger report. (An engineering feasibility study regarding restoration).
2. A physical examination of both the interior and the exterior of the original west walls.
3. A careful review of testimony given over a period of many years before various House and Senate Committees concerned with the proposals for the extension of the

West Front of the Capitol, and before the Commission for Extension of the United States Capitol.

4. A reading and review of the record of the floor debates in both the Senate and the House that led to the various actions of the Congress.

5. A review of the legislation, committee reports, and other documents on the subject.

6. Study of the Mueser, Rutledge, Wentworth & Johnston engineering report of 1957.

7. Study of the 1964 engineering report of The Thompson & Lichtner Co., Inc.

8. A study of the various reports of the former Architect of the Capitol, as well as reports made to him by the Associate Architects for the Extension Project.

9. Meetings and discussions of the various past studies, and of the Praeger report, with the staff of the Architect of the Capitol.

10. Requested and received advice and counsel from the American Institute of Architects which responded by appointing a new Task Force to re-examine the AIA position. We engaged in several conferences and a written report from the Task Force was received.

11. Asked three prominent general contractors, an officer and members of the AGC, for their opinion with regard to estimates of cost as outlined in the Praeger study and with regard to the feasibility of obtaining competitive, lumpsum bids.

12. Conversated at some length with Mr. E. H. Praeger himself in order that I might obtain verbal clarification of a number of what I considered to be ambiguous or contradicting portions of the written report.

13. Conferred with the Advisory Architects, Consulting Engineers, and others.

14. Conferred with other individuals who have maintained a long interest in the Capitol, including Senators, Congressmen, and design professionals.

15. Conferred with a British stone preservation expert who inspected the Capitol, and then read several of his papers regarding the deterioration of stone generally and in England in particular.

16. Inspected, at no cost to the



Government, several European restoration projects.

17. Personally examined the space needs of the Senate and the House of Representatives in the various office buildings and in the Capitol. Have explored all areas on the Senate and House Sides of the Capitol, from the basement through the attic.

18. Examined and studied the matter of how the Congress uses the building, how the public (visitors) also uses the building, and further, how their respective and simultaneous needs must be considered.

19. Spent untold hours in review of the various data and in the reading of articles by many persons concerned with preservation, planning, the history of the Capitol, and in the re-examination of the Praeger report.

This extensive research into the subject was occasioned not only by the need to know, but also because, as a former Vice President and Board Member of The American Institute of Architects, I had come into my present post with some preconceived ideas in support of restoration. I share the view of most architects regarding the desirability to preserve that which is good in our architectural heritage. However, in my role as an architectural and engineering advisor to the Congress, I resolved to eliminate insofar as possible all prior bias in order that I might form an objective, considered, wise and professional judgment based upon all of the facts and information available.

After completing the original in-depth study, together with a continuing re-examination of information and concepts, including such factors as architecture, engineering, history, practicality, costs and the present and future needs of the Congress, I concluded that the best solution to the problem is to save the wall by means of an extension rather than by attempting to repair in place.

The reasons and facts are many and complex, but at the risk of oversimplification, I have listed some of them below:

1. The wall must be strengthened in some way, either by an attempt to do so in its present position or by a positive method of

buttressing through additional laterally placed walls that will be part of an extension.

2. The existing wall, if an extension is provided, will *not* be disturbed. It will remain in place and continue to be partially exposed and preserved on the interior, as is the old East Front original wall.

3. The design of the extension is largely a reproduction of the existing appearance and reproduces the existing classical details at all points where it can be done, as was done on the East Front. It is viewed by experts in classical architectural design as an improvement and an enhancement of the basic appearance of the Capitol from the west. This results from the original design having been composed as a small building with small appendages and having been related to the old, small, low dome, rather than the existing dome which was added in 1865.

4. The existing terraces will be disturbed only in part and will be extended in accordance with the extension of the wall itself, and, again will reproduce the existing design insofar as possible, including the re-use of existing materials.

5. The wall in question totals only 20% of the total exposed existing walls of the Capitol; thus, 80% of the exterior of the building will not be disturbed in any way.

6. The loads being carried by the wall can be estimated to some degree, but are actually indeterminate, largely because of the various changes to the interior and the many fires, cracks, chases and other alterations that have occurred over the years.

7. The feasibility study, which is the only one of four engineering studies that states that restoration is feasible, recommends pressure grouting of the wall in order to restore its structural integrity. It requires, among other things, 5,700 holes, 2" in diameter, to be drilled through the stone 3 feet on center horizontally and vertically over the entire wall, and plugging of the holes after grouting. Important possibilities of damage to existing interior frescoes and painted plaster surfaces will limit the pressures available for grouting. If true solidification and bonding of the wall

(Con't page 24)

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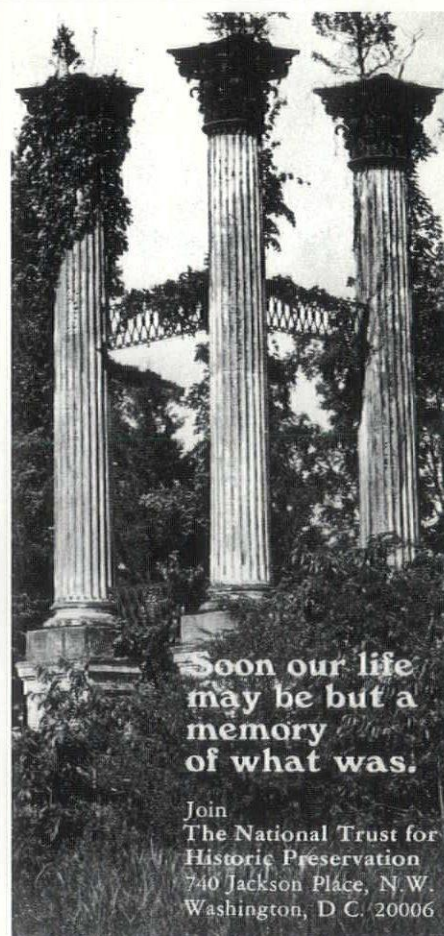
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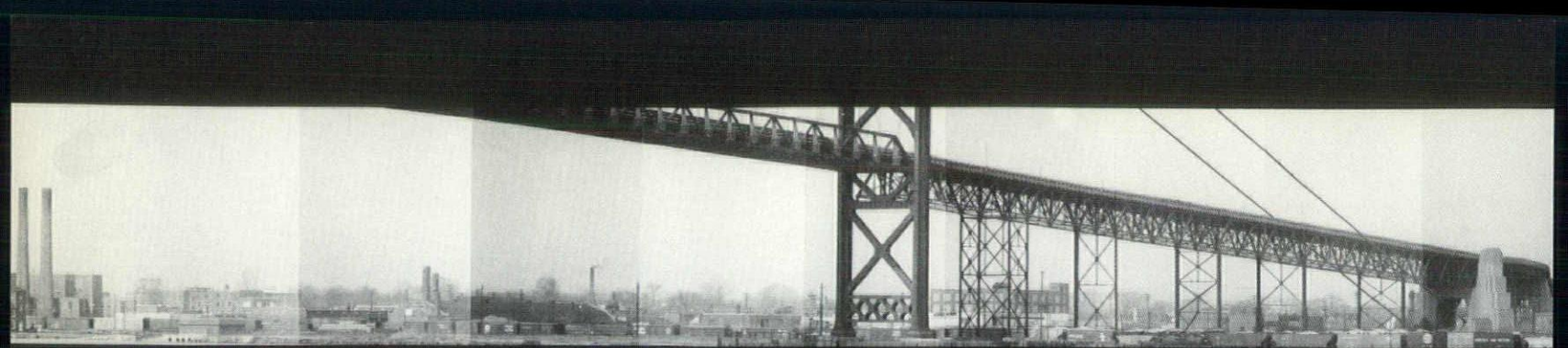
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# An Alternative for a Detroit Community

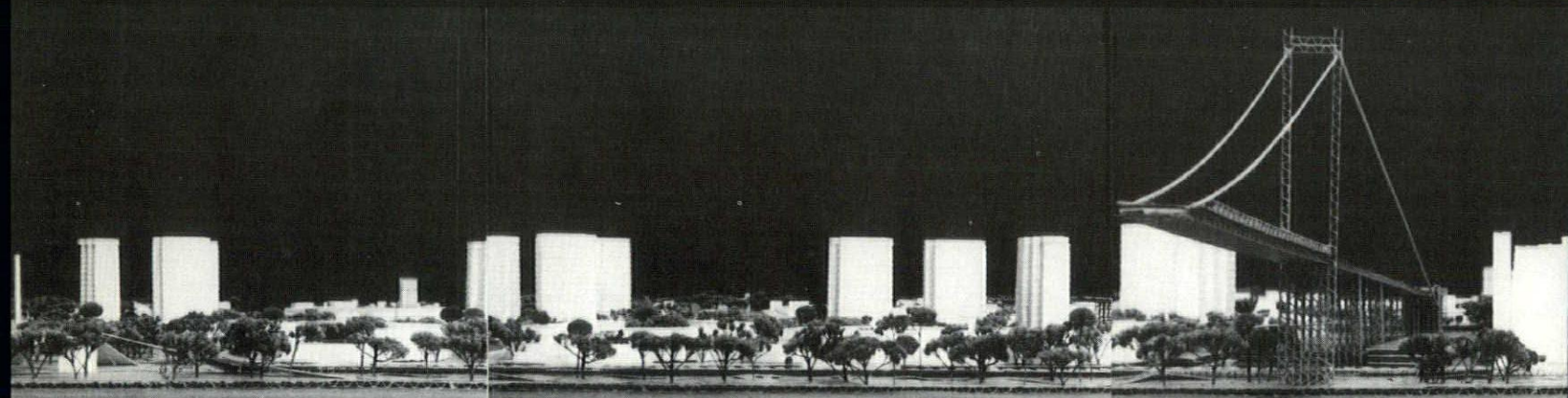
Few concerned people or groups have been able to contend with the problem of continued deterioration of our cities and towns. Even our national administration has demonstrated its inability to confront the issue as noted by President Nixon's failure to mention *once* the problems besetting our urban communities in his 1972 nomination speech. Our urban problems have long been a topic of discussion and disappointment, yet we have few instances to illustrate that we have made an asserted attempt at solving them. To the students of the nation this offers not only a great disappointment, but more, a challenge to create an environment which is much better than the present one.

It is in this tradition that group of graduate students in the Department of Urban Planning at the University of Michigan in Ann Arbor have capitalized upon the opportunity to propose a comprehensive alternative plan for the southwestern Detroit community of Hubbard-Richard.

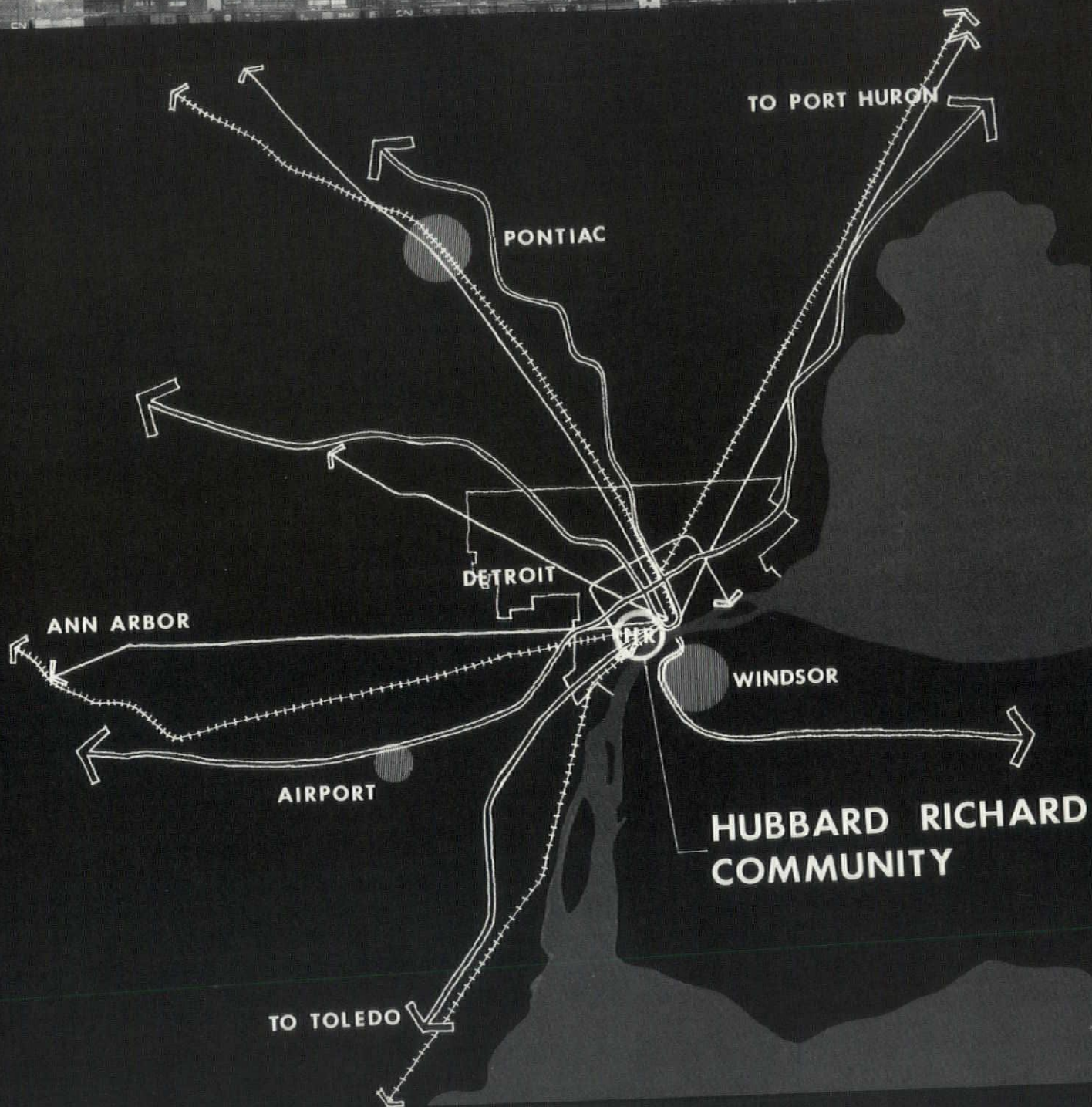
Located in the heart of Detroit, Hubbard-Richard is a unique ethnic neighborhood of about 6,300 residents, one-third of whom are Chicano, one-third black and one-third white. The community is characterized by land uses that conflict with its predominant residential character plus the underutilization of valuable land and amenities.

Working in a studio-workshop atmosphere, the students-Richard Drnevich, Steve Kiehl, Wendell Mason, Howard Neumann, Terry Sargent, Ariela Weg and Jean Wineman, have utilized such a case study method that emphasized two and three dimensional design and the interdependence of land use, circulation systems and site planning to develop analytical, programming, design and presentation skills in connection with their presentation of a physical plan alternative for Hubbard-Richard.

Though only a proposed alternative, the students' plan is an attempt to stimulate new and better ideas for the future of Detroit and other cities.









## BACKGROUND

by

Gerald Crane, A.I.A., A.I.P.,  
Professor of Urban Planning,  
The University of Michigan

Over the past twenty-five years, many cities have developed large complexes of buildings such as university campuses, medical, civic, cultural, governmental and office centers. Detroit has been a leader in this respect, building activity centers like the Medical, Cultural and Civic Centers, Wayne State University Campus, and most recently, the splendid Renaissance Center spearheaded by Henry Ford II.

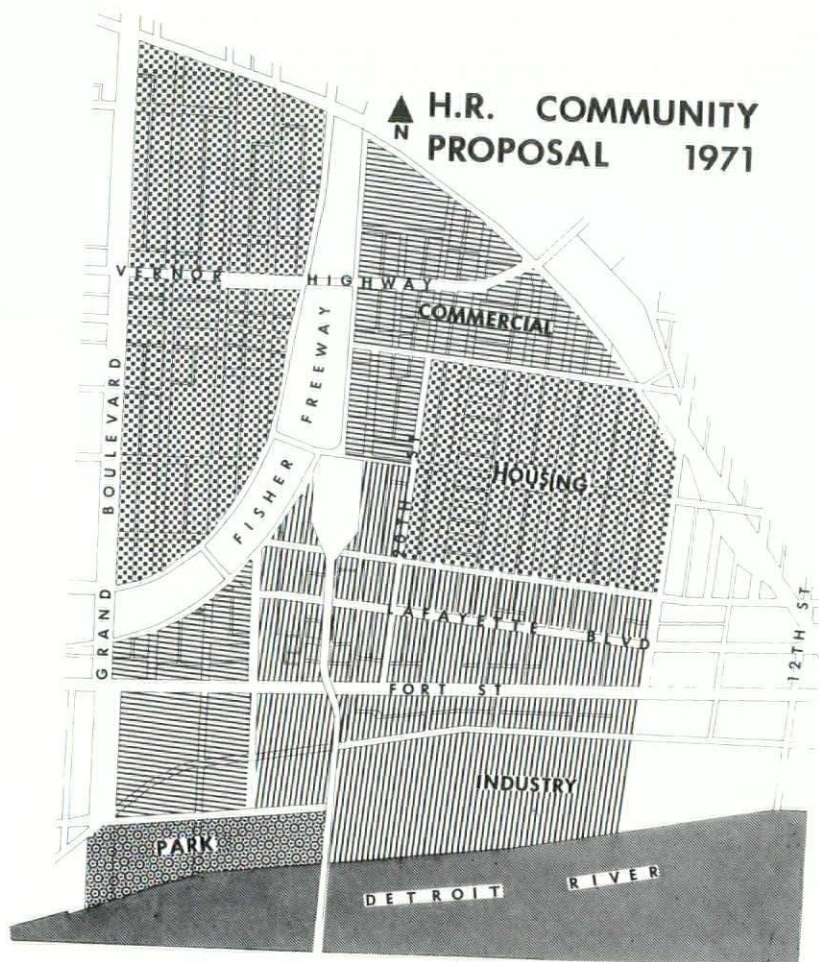
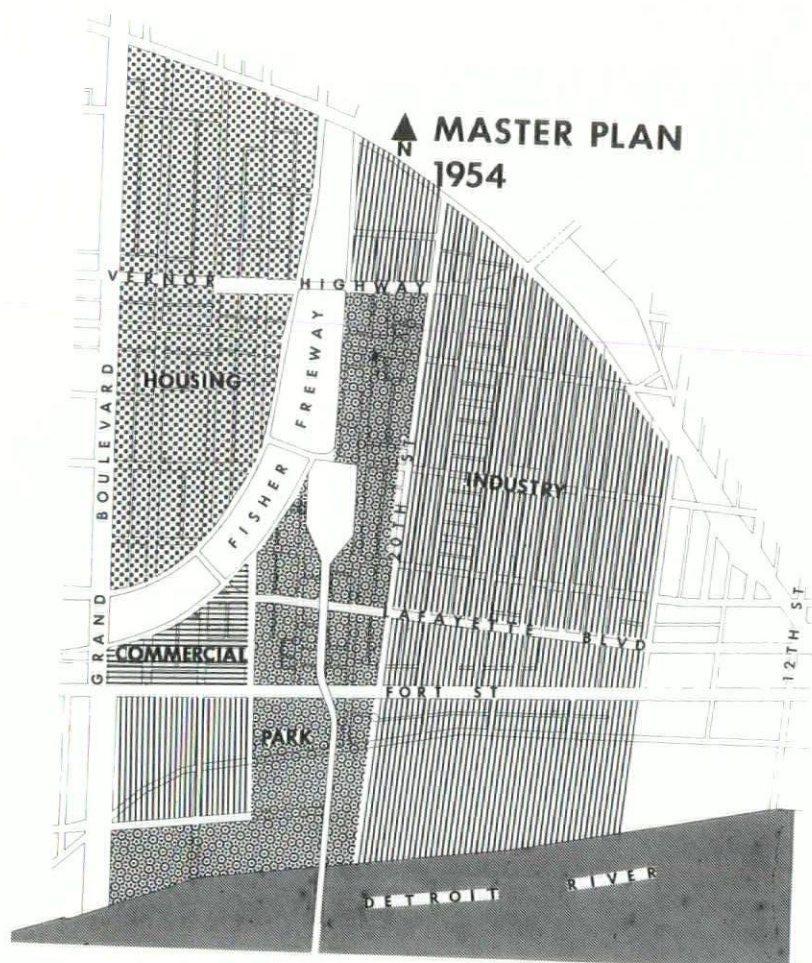
Praiseworthy and impressive though these Centers are, they will not reverse the flow of people towards suburbia, as some appear to believe. Recent population estimates indicate that, given present trends, this exodus will continue. Left behind in the central city will be a depleted population comprised primarily of low-income whites, blacks and other minority groups, and the aged. The prospect for the immediate future is that these activity centers will constitute splendid but relatively small islands of new development, set in a sea of social discontent, economic deprivation and physical decay and decrepitude.

Clearly, if these medical, university and other centers are to be utilized to their fullest, if the central city is to undergo a true renaissance, and if it is to revive and prosper as a vital and exciting place in which all racial, age and income groups can live and work in harmony, much, much more must be done. A war must be waged on urban problems that will make all past and present efforts appear as minor skirmishes. If it is to be won, this war must be systematically waged on all fronts—social, economic, political and physical.

In the realm of physical development, there needs to be a massive building and development program, the primary focus of which must be urban housing—housing which will provide for the needs of the present population of the central city, as well as for those more affluent members for whom some limited provision has already been made in areas such as Lafayette and Elmwood Park. Housing is a vital ingredient, because without it there can be no large diversified resident population. In the long run, it is from such a permanent residential population that these centers will derive much of their clientele, and that the central city will derive its vitality, character and stability.

The proposals that follow are illustrative of the scale at which we should be thinking and building, and of the type of additional development that should be initiated if the current downward course of the central city is to be reversed.

The team that developed these pro-





posals felt that neither of the two previous plans for the Hubbard-Richard Area (illustrated at Left) adequately dealt with existing problems or capitalized on the fabulous potential that exists in the sadly under-utilized Detroit Riverfront. The plan proposed by the City (diag. 1) dealt with the problems of the present residents by proposing the elimination of the residents themselves and replacing their homes by industry and a park. The plan proposed by the community (diag. 2) is more humane, in that it proposes retention and rehabilitation of the existing neighborhood. However, it fails to propose a valid solution for the relocation of industry, particularly trucking, and is altogether too timid and limited in scope. Both plans ignore the enormous potential of the Riverfront as a site for extensive housing.

What follows is but a hypothetical set of proposals. Nonetheless, in my judgment, they warrant serious consideration for actual adoption and implementation by the Detroit community and its leadership. Until the magnificent riverfront is fully utilized, until new housing on a large scale for all income groups is provided, and until the existing residential communities are stabilized, rehabilitated and improved, the centers now being developed will not realize their full potential, the central city will continue to decline, and the renaissance in Detroit will remain an unrealized dream.

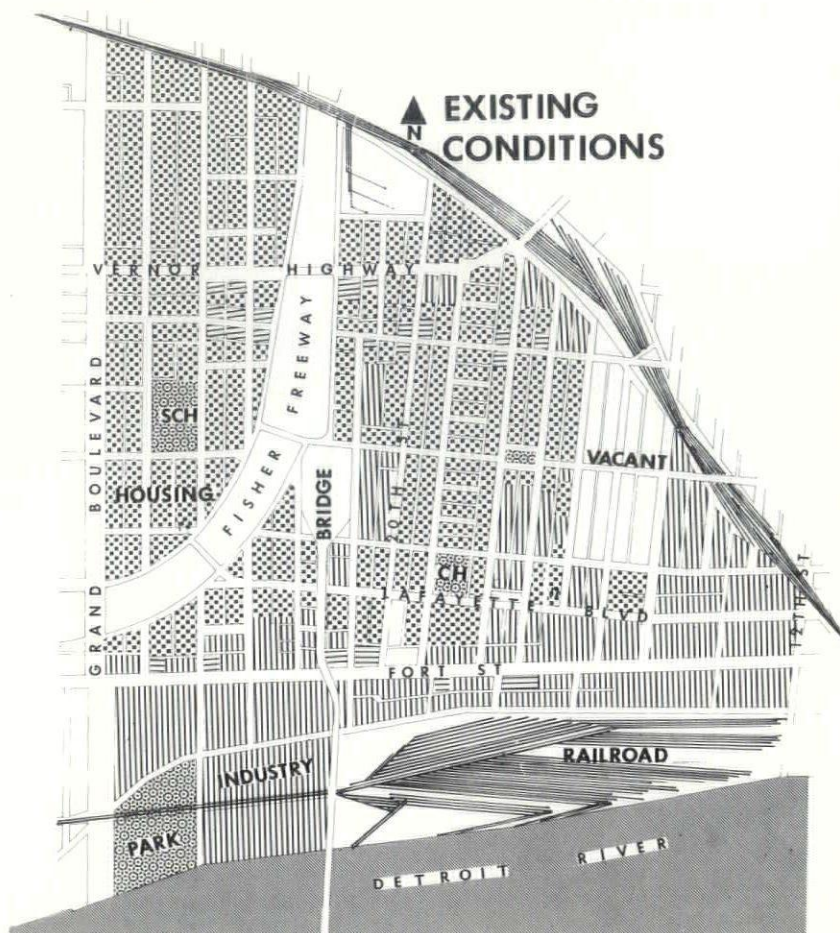
*Carl Nielsen, Head of the Design Department of the Detroit City Plan Commission, was our consultant and advisor on this project. He contributed a great deal to our deliberations, and stimulated all of us by his knowledge and enthusiasm. We wish also to extend our thanks to Ann Stacy, for giving us permission to publish these studies and to Gary Grout for his assistance in compiling the material.*

Hubbard-Richard is an aging community facing many of the same problems which do most inner city areas. The Detroit master plan, adopted in 1954, called for industrial land use over the entire Hubbard-Richard area, and since that time transition from the original residential character to the new use has taken the form of scattered-site trucking firms and other industrial uses which have greatly disrupted the neighborhood. Such uncontrolled change threatens the safety and welfare of the residents, and is destroying a once viable urban community composed of three minorities: Chicanos, blacks, and poor whites.

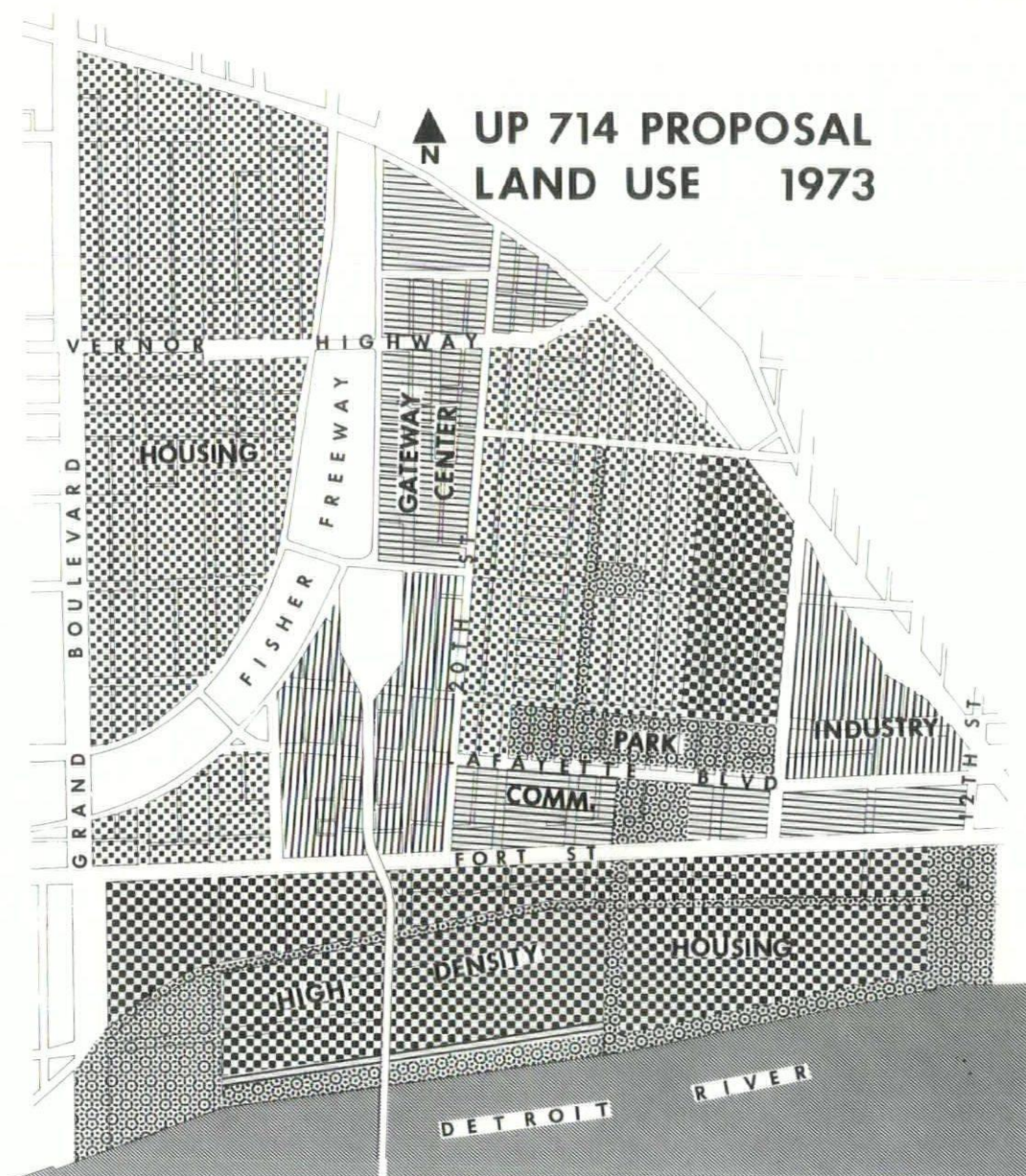
The community's current physical character has reached a critical point. Its structures are very old, are poorly maintained and the chaotic mix of land uses is anything but planned. Adding to these

problems is a vast area of railroad tracks which consumes most of the land between Fort St. and the river. This underutilization of valuable land denies not only the residents of Hubbard-Richard, but all of Detroit the visual and physical access to the Detroit River which this area could provide. A further problem is that of transportation. Hubbard-Richard is a major link in the circulation network of Detroit, but existing street patterns and vehicle movement form a confused bottleneck rather than a logical component of that system.

It is our conclusion that the current arrangement of Hubbard-Richard is conducive neither to efficient operation of industrial and distribution activities, nor to a safe, amenable, or livable residential community.







The Hubbard-Richard proposal incorporates many ideas into a logical framework for redevelopment. The alternative proposal here presented is the product of over six months of research, analysis, programming, and design. It represents the work of a group of students—it in on way should be misconstrued to represent a “best possible solution” to the problems of the Hubbard-Richard Community. It rather is an attempt to apply the students’ knowledge of the planning process to an existing community. It is the intent of the group to provide an example of the type of study and the kind of conclusions that are possible when people are able to view a problem objectively and deal with it intelligently.

There are six major objectives to the plan. 1. Rehabilitate existing housing in the community and retain its unique character. 2. Create a unique residential/commercial/recreational environment along the riverfront, taking maximum

advantage of the natural beauty and the recreational value of the river. 3. Solve the circulation problem by building a large freight distribution terminal and custom clearance facility at the base of the Ambassador Bridge, and by making major improvements to the surface circulation system. 4. Provide an environment which is safe for all pedestrians, both day and night. 5. Create a community which has an interesting but workable mix of land uses and activities, a community which is primarily oriented toward pedestrian movement and human scale. 6. Retain and enhance the Gateway character of the neighborhood.

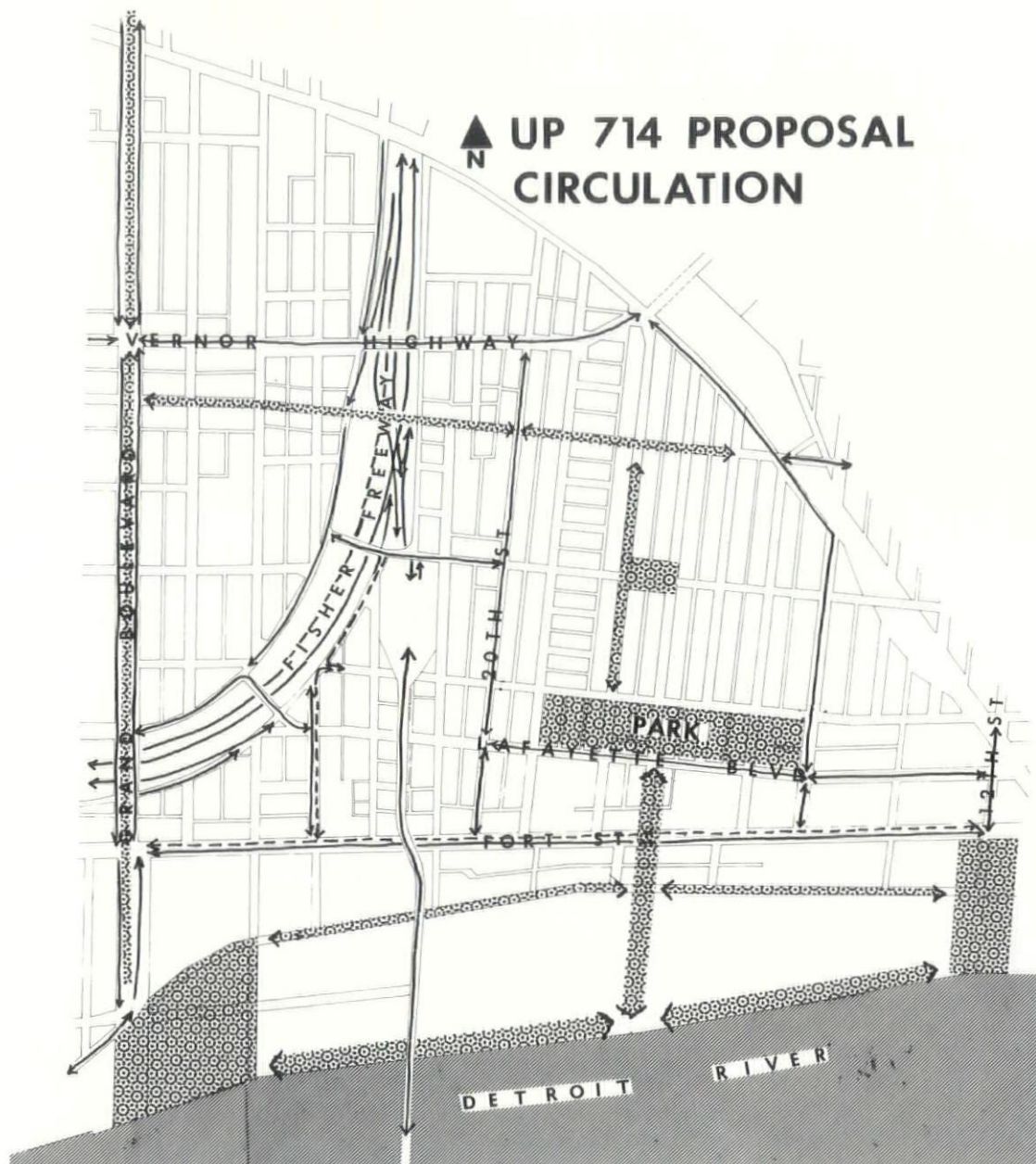
The plan calls for the rehabilitation of existing residential structures in the area bounded by 16th, 20th, Vernor, and Lafayette Streets, and the area defined by the freeway, Vernor and W. Grand Blvd. The concept of rehabilitation is the apparent desire of the residents. It reveals one idea which the entire group shared

throughout the project; namely when dealing with the lives, homes, and culture of human beings, it is an obvious and inhuman mistake to impose arbitrary decisions based on economic or technological efficiency, and expediency. The group therefore relied heavily on the demands and needs of the residents of Hubbard-Richard in making decisions.

Coupled with the rehabilitation of housing in these two areas, the plan provides for a new system of streets, basically a cul-de-sac arrangement which discourages through traffic, a concept which is upheld through-out the project as it pertains to residential land uses.

The plan’s second objective is to create a unique residential/commercial/recreational environment along the riverfront. This will consist of three separate and independent housing projects between Fort St. and the river the entire length of the project—from 12th St. to W. Grand Blvd. These housing developments





will consist of a wide range of types and prices of units ranging from low-rise garden apartments to high-rise efficiencies, with virtually everything in between. There will be approximately 4,000 new dwelling units combined in the three riverfront projects. Secondly, in order to capitalize on the unique location of the site, an extensive linear park and recreation system is to adjoin the three riverfront housing areas, the actual location of the park being between the housing and the river. Incorporated in this system, and immediately accessible from the housing projects is a segment called the "Boardwalk," an irregular commercial and recreation strip. The overall concept is unified by three larger parks, all along the riverfront, one at each end of the housing and one in the center, serving as a pedestrian link to the rest of the community. Activities to be located in the strip of boardwalk include cafes, nightclubs, arcades, arts

and crafts displays, and the like. The boardwalk serves not only a physical function of connecting the three riverfront projects, but it serves a greater economic and social function for the community as a whole.

A third objective of the plan is two-fold. First, we will improve circulation in the area and reduce conflicts between autos, trucks, and pedestrians. Secondly, will to eliminate the scattered neighborhood trucking distribution activities by providing a comprehensive trucking terminal at the foot of the Ambassador Bridge to include custom and distribution facilities. In addition, the plan calls for the upgrading of W. Fort St. into a fully landscaped boulevard with the separation of truck and automobile traffic, plus the partial boulevarding of 20th St. with provision for a service drive for residents.

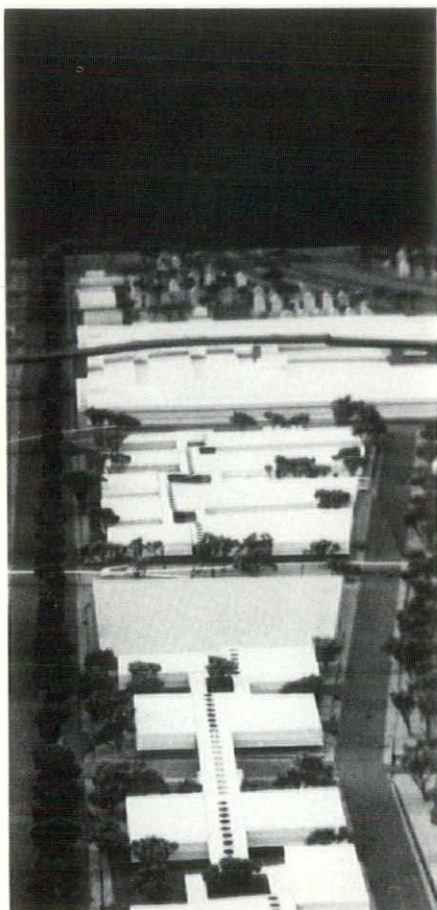
Hubbard-Richard is an important port of entry between the U.S. and Canada, and as such has evolved a character as

an "International Gateway." It is in the interest of our proposal to preserve and to enhance that character by providing convenient facilities adjacent to the foot of the Ambassador Bridge. Such facilities include auto service, souvenir shops, eating places and a hotel-motel complex.

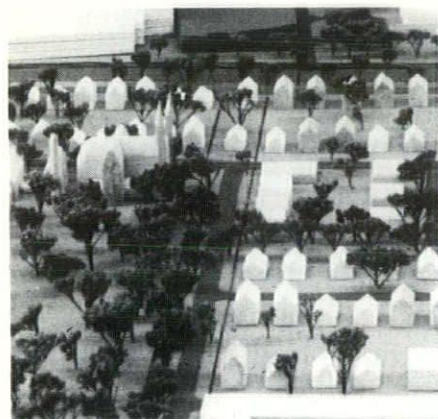
A major objective of the proposal is to create a complete system of pedestrian walkways which link the existing residential areas east and west of the riverfront to the existing neighborhood.

It is the overall goal of the group responsible for this project to provide an example of what has been done in other cities, and *can* be done in Detroit, given enough support and ambition of the public. For the past decades it appears that Detroit has been sitting back and letting other great cities set good examples of urban environment. It is time for change! Detroit need not lag behind in the race to create livable, human environments.

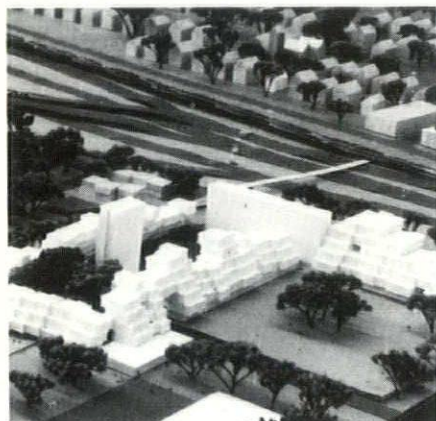




Commercial



Rehabilitation



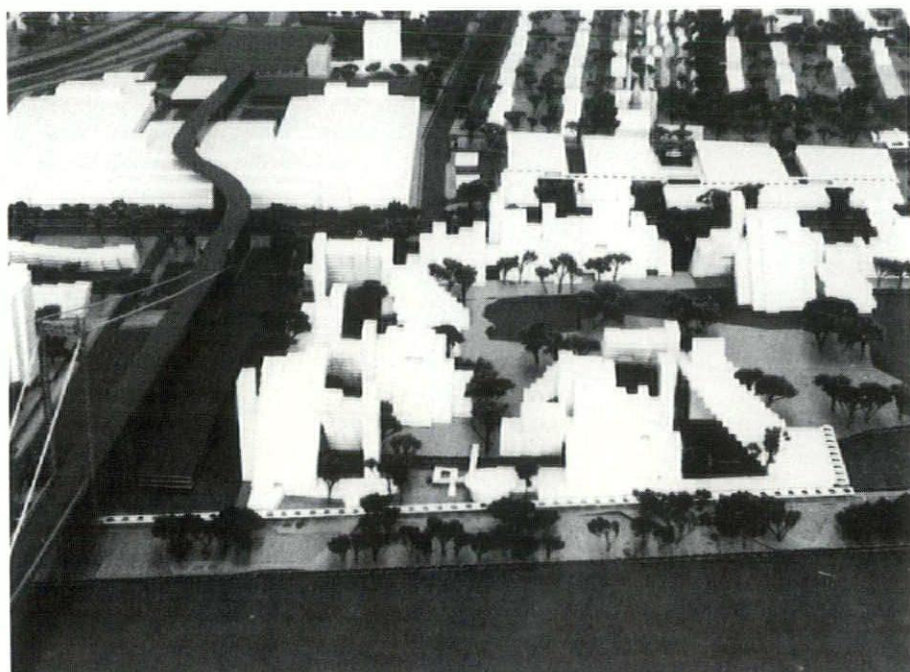
Gate Way Center



Riverfront Housing



Truck Terminal



View from the Bridge



## Create An Urban Development Corporation

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### Planning Group

Responsible for the physical plan and design of the "new town," the development schedule, the social and welfare systems, coordination of private developers, and transportation and services development on a public or private basis.

### Development Group

Responsible for development of infrastructures under the "New Towns" program, and act as a private development group in open competition.

### Methods

1. Using consulting professional talent for studies, evaluation, and planning.
2. Coordinate state, local, and development groups by appointing the development corporations board of directors partially from Federal, State, and Local Governments.

### Activities

1. Land Acquisition
2. Coordinate the development of infrastructures with state and local departments of government.
3. Look for interested private developer.
  - a. Use incentives and temptations, such as cutting red tape, cheap land, provision of services, providing a bank of knowledge, advice and information, and backing loans from the state housing authority.
4. Sell or lease the land at a fixed price, and on the basis of quality of design.
  - a. Detailed designs by developers and their experts.

Finished Product



Design Team



can be achieved under those conditions (the tests that were conducted indicated substantial lack of grout penetration in the drilled cores), two other questions arise, viz., will exterior expansion cracks carry through the solidified wall to the interior, and will interior condensation occur that does not now exist? (Artistically painted plaster is presently bonded directly to the interior face of the masonry walls.)

8. The many unknowns involved in replacement of carved and cracked stones, repairs to interior damage caused by the restoration process, unforeseen changes in the anticipated conditions of the wall, and many other factors, raise sub-

stantial questions regarding the final cost of the work, even assuming that it can be adequately accomplished. The problem is, of course, aggravated by the necessity for the restoration of structural integrity as well as cosmetic treatment.

9. The extension, used as a buttress, offers the most positive engineering solution to the structural problem. The East Front extension of 1958, accomplished in the same way, is proof of the success of that method.

10. The extension as a free-standing buttress will enable the existing wall to exist unharmed, exposed as an interior wall, as is the old East Front wall, and preserved

from further deterioration which has been occurring because of severe temperature changes and exposure to the weather.

11. The more effective engineering solution, i.e., the extension, will provide 270,000 square feet of space urgently needed in close proximity to the legislative chambers. This space is needed not only for present, but for future needs if the Congress is to continue to be able to operate effectively in the Capitol.

12. The cost of the extension, including interior furnishings, is estimated on the basis of accurate preliminary drawings to be \$60,000,000. The cost of restoration, funds for which will not have to be spent if the extension method is selected, could easily amount to \$30,000,000, and perhaps more. The true cost of the extension is thus the differential between these two amounts, and amounts to a reasonable expenditure for a monumental structure, viz., \$111 per square foot. The Supreme Court building cost, escalated to today's prices, amounts, for example to 2½ times that amount. The restoration would, of course, yield no additional space, and its cost could therefore not be assigned to usable areas in square feet. To the restoration cost must be added the present value of the cost of repainting the wall every four years forever.

13. The new marble and granite walls of the extension will match the balance of the building which is now marble and granite, and will be as maintenance free as possible.

14. The extension would provide for underground service facilities and loading docks for trucks, which will eliminate the unfortunate existing condition on the East Front where all materials and deliveries enter and leave the building and trash and garbage are removed, through two sidewalk elevators at the "front steps," visible to all who visit.

15. With the extension, the design of the building would be completed in accordance with Walter's original proposal. (He was, incidentally, not only the fourth Architect of the Capitol, but also the second President of the American Institute of Architects.)

A proposal has been made, which

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revives an earlier idea, to provide any required additional space near the legislative chambers, by means of an underground expansion, rather than by an extension to the West Front. Although space could certainly be provided in this fashion, either now or in the future, the proposal is a somewhat deceptive circumvention of the major problem.

The major problem is the weak and deteriorated wall and the need to restore its structural integrity. The best and only positive engineering solution to that problem is to brace the wall laterally by means of the new structure formed by the extension, and thus to preserve the old wall as an interior wall, and to gain the space for present and future needs as a dividend of the proper engineering solution. The salient point is the absolute necessity to be certain of the structural integrity, i.e., strength of the wall, in order, in fact, to preserve the basic shrine, which is the Capitol as a whole.

It is perhaps worthy of note that the Institute, in its historical support of preservation as a principle, opposed the extension of the East Front before that work was begun in 1958. In so doing, the following comments, among others, were made regarding the West Front:

The Memo of the American Institute of Architects, dated January, 1958, stated:

"It is believed that the space requirements could be better filled—at far less cost—by leaving the East Front alone and instead developing a proposed scheme for expansion on the west side of the building."

Architects Ralph Walker, designated Architect of the Century and awarded The 100 Year Gold Medal by The American Institute of Architects, Lorimer Rich, F.A.I.A., and Douglas Haskell, an architectural editor, urged in a memorandum dated July 3, 1958:

"...The real needs of Congress could in any event be best cared for by extending the building to the west where there is no great architectural masterpiece to be preserved."

Others have commented in that regard also.

Advisory architects, Brown, Har-

beson and Shepley, stated in their report on the Extension of the Capitol, June 11, 1957:

"...The West Front of the Capitol is less successful as an architectural composition than the East Front. Although adequate for the original building, it is not suited to the enlarged composition resulting from the addition of the wings and of the present dome."

Harper's Weekly, in a commentary on the Capitol in 1885, observed:

"The Capitol has always been unfortunate in an architectural sense. The great dimensions of the dome have overweighted the whole lower structure, and the building has always conveyed the impression of lacking adequate foundation and stability."

As can easily be seen, the complexities of the problem, as with many things, are much greater than first appear to the casual observer. If the Congress should decide to attempt to restore the wall rather than to extend the front, we shall, of course, exert every effort to achieve that goal in the best possible way. However, after two years of intensive study and concern, and evaluation of the many ramifications, it is my considered best judgment that the people of the country and their Congress will be best and most prudently served by proceeding with the West Front extension. I have so recommended to the Congress. The Temple of Liberty, which is the Capitol, will then, through effective physical repair, finally be architecturally completed as the shrine it has become and will remain a symbol of democracy for the enjoyment and inspiration of this and future generations.



## Book Review

### The American Courthouse

In the courtroom of the future, juries may retire to special viewing rooms where they can watch a video-taped trial on a TV screen.

Newsmen may sit in an enclosed press area, behind a one-way window, and phone in stories to their offices without disrupting the trial. In such circumstances, courtroom photography may even be allowed.

If a defendant becomes unruly, he may be removed to another room where he can view the trial on closed-circuit television and maintain contact with his attorney through a private telephone hookup.

These are among numerous possibilities discussed in "The American Courthouse: Planning and Design for the Judicial Process," a 320-page volume examining the design of future American court facilities.

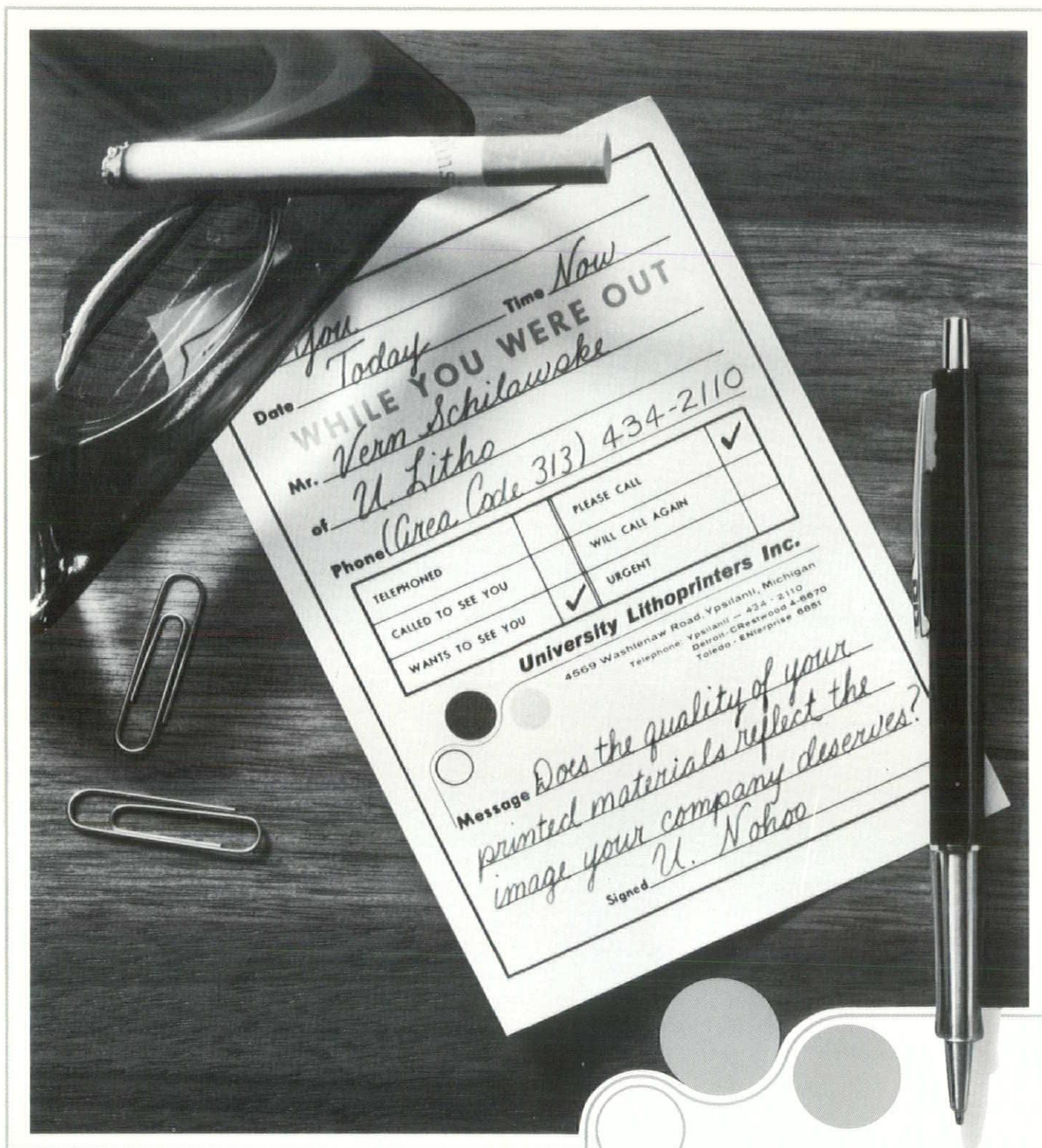
The book, which includes some 75 pages of photographs and architectural renderings of historical and contemporary courthouses, was just published by the Institute of Continuing Legal Education (ICLE), following a five-year study by faculty members of The University of Michigan Law School and the U-M College of Architecture and Design. ICLE is a joint unit of the U-M and Wayne State University Law schools and the state bar of Michigan.

The study, directed by A. Benjamin Handler, U-M Professor of planning, was funded by the Ford Foundation and co-sponsored by the American Bar Association and the American Institute of Architects.

A major emphasis of the book is that the design of American court facilities will play an important role in "the realization of judicial objectives." It suggests, for example, that well-designed facilities should serve to enhance public confidence in the judicial system, provide for efficient court operations and make legal services available to all segments of the population.

The book sells for \$40.00 and can be obtained from the Institute of Continuing Legal Education, 418 Hutchins Hall, Ann Arbor, Michigan 48104, or telephone (313) 764-0533 for further information.





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## Two Detroit Area Architects Elected to AIA College of Fellows

Sigmund F. Blum and John V. Sheoris, both of Detroit, are among 64 architects elected to the College of Fellows of The American Institute of Architects.

Blum has received international, national, and state awards for buildings he designed while associated with major architectural firms in New York and Detroit. He is now principal partner in the Detroit firm of Sigmund Blum, Vaporciyan & Mitch, Inc.

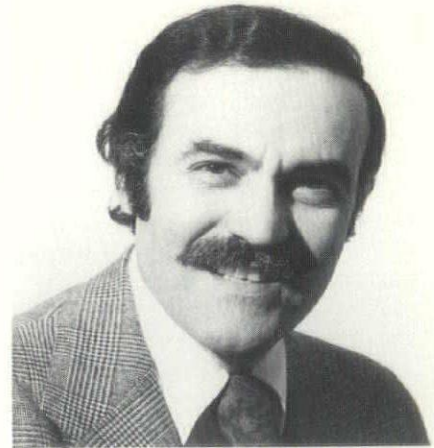
His design for a junior high school in New York City received awards in 1956 from both the New York and New Jersey chapters of the AIA. In 1957 the building was exhibited by the Department of Health, Education and Welfare at a conference on school buildings in Geneva, Switzerland, and by the Department of Commerce at an in-



ternational trade fair in Poznan, Poland.

In the 11 years after his affiliation with the Detroit firm of Smith, Hinchman & Grylls, Blum was responsible for numerous design awards, including a 1964 American Telephone and Telegraph award for Northwest Office Center. That project also was cited for design excellence in 1965 by the MSA.

In 1966 and 1967 Blum received an AIA National Honor Award for his design of The First Federal Office Building. The project was also honored by the Michigan Society of



Architects, the Detroit AIA chapter, the American Institute of Steel Construction; the Marble Institute of America, The American Iron and Steel Institute.

Expo '70 at Osaka, Japan, displayed his School of Medicine at Saigon in the exposition's South Vietnam Pavilion and gave it an award. Recognition of his work has continued during the past two years and has included awards for the University of Michigan Dental School and residences he designed.

Sheoris is associate director of the Health Facilities Division of

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Born in New York City, Sheoris first came to Detroit in 1959 as head of Design for Harley, Ellington & Day. In this capacity he was responsible for the 26-story Detroit Bank & Trust Building and the corporate headquarters of the Macabees Mutual Life Insurance Co. in Southfield.

In 1963 he joined SH&G, was made an Associate in 1964, Director of Design for Health Facilities in 1965 and named Associate Division Director in 1972. In this post

he has been responsible for the design of more than two dozen major local, national and international hospitals and health facilities. In the Detroit area are Webber Memorial Building of Harper Hospital, Crittenton Hospital, Rochester, Botsford Hospital, Farmington and Beaumont Hospital, Royal Oak. He is also directing the design of the new Grace Hospital in Detroit's Medical Center.

Nationally, he was responsible for the design of Bethesda North Hospital near Cincinnati, a project that won Honor Awards from both the Michigan Society of Architects

and the Detroit Chapter, A.I.A. He also conducted the programming and schematic design of the new concentrated care center of Georgetown University's Hospital and the 500-bed teaching hospital of Howard University in Washington, D.C., and St. Luke's Hospital in Maumee, Ohio.

Internationally, he is presently designing the Mackay Memorial Hospital Trauma/Clinic Center in Taipei, Taiwan, one of the outstanding medical facilities in the Far East. He has the responsibility for design and supervision and correlation of the work of the local architects and engineers involved in the hospital.

Sheoris has written a number of articles for the architectural press and for journals in the health facilities and construction fields. He has lectured extensively on design, has served on design juries and has been a faculty member for design institutes for the American Hospital Association.

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### Architects Invited to Autograph Reception

Architects and their wives are invited to a champagne reception and autograph party, to be held at the new Manufacturers National Bank Building, Lafayette and Cass on Tuesday, June 12, 1973 from 6:00 to 8:00 PM.

The occasion is the presentation by Louis G. Redstone of his latest book, *New Dimensions in Shopping Centers and Stores*, published by McGraw-Hill Book Company.

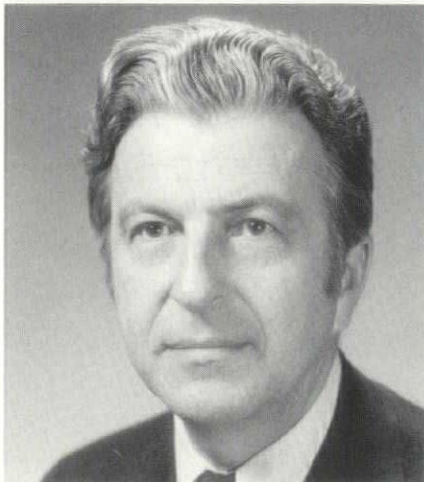
The main purpose of the book is to focus the attention of architects, designers, and developers on new concepts in shopping center design and to stimulate their imaginations with examples that are either already completed or on the drafting boards. This material includes new trends in the design of regional centers; new approaches in store design; the reconversion of existing, uneconomic old buildings; and the preservation, wherever possible, of the historic character of worthwhile structures which could be converted to functional and profitable uses. It will deal briefly with the important subject of the development of completely new towns, where the shopping center will emerge as an integral part of the town's cultural and



recreational character as well as its economic life.

A special section of the book will be devoted to the analysis of new procedures of planning, from the initial schematic stages to the final completion of the project. This section will include building systems construction management and bidding methods, scheduling of construction operations through the critical path method, and quality control of all phases of the project.

The important elements of maintenance and operation, security, burglar protection systems, fire protection, and handling of public assemblies and demonstrations are given special attention.



#### **Jaroszewicz to Oklahoma**

Mark T. Jaroszewicz, AIA, has been named professor and new head of the School of Architecture at the Oklahoma State University Division of Engineering.

Prof. Jaroszewicz has served on the faculties of the University of Michigan and the University of Detroit.

He has had extensive professional experience as a principal and vice-president of Tarapata-MacMahon-Paulsen Corp., architects, engineers and planners of Bloomfield Hills, as a partner in Stickel, Jaroszewicz and Moody, of Birmingham, and in programming, planning and design with such nationally recognized architectural firms as Eero Saarinen, Victor Gruen and Eberle M. Smith.

Prof. Jaroszewicz is the holder of 20 major design awards from the American Institute of Architects, Progressive Architecture, FORUM/

National Association of Home Builders, American Association of School Administrators, Church Architectural Guild, American Library Association, Michigan Association of School Boards and the Michigan Society of Architects.

Born in Warsaw, Poland, he attended the Warsaw Polytechnic Institute, but his studies were interrupted by World War II. He served as an Officer in the Polish Army during the war. He received a diploma in Architecture and Urban Design from the Swiss Federal Institute of Technology in Zurich, graduating *Magna cum laude*, second in his class.

He became an American citizen in 1953 and since has had his works published in *Architectural Forum*, *Architectural Record*, *Progressive Architecture*, *Kokusai Kentiku* (Tokyo), *L'Architecture d'Aujourd'hui* (Paris), *Bauen und Wohnen und Werd* (Zurich), and *Swiat* (Warsaw).

Jaroszewicz, who speaks eight languages, is a member of the Engineering Society of Detroit and the Polish Institute of Arts and Sciences in America. He is the immediate past president of the Detroit Chapter, AIA and director of the MSA.

#### **New Kalamazoo Firm**

Three Kalamazoo architects, Gordon P. Rogers, AIA, Edward Hammariskjold, and Charles W. Scurlock, AIA, are partners in a new firm resulting from the re-organization of their prior association. Although the new office, to be known as Rogers/Hammariskjold/Scurlock AIA, Architects and Planners, is involved in a variety of fields within the areas of environmental design, they will concentrate on the professional practice of architecture and planning.

Rogers is well-known locally for several projects, including two buildings for First National Bank and for his own residence which will be featured as part of a house and garden tour later this spring.

Scurlock has been in private practice since 1966. Since 1970 he has been a member of the Kalamazoo City Planning Commission and was its chairman in 1972.

Hammariskjold has both studied and taught at the University of

Michigan and has been a visiting critic and teacher at several other Universities. Prior to moving to Kalamazoo in 1971, he was in private practice in Detroit and Ann Arbor and was responsible for a number of major projects. As a consultant to the U.S. State Department, he has made trips to Ethiopia, Ghana, and Nigeria, and during three years of work in Europe, established the School of Architecture at the University of Nigeria.

Associated together since 1970 in the Environmental Partnership with Robert O'Boyle, local landscape architect and planner, the three have been responsible for the design of over 600 units of low and moderate income housing in developments in Holland, East Lansing, and Rochester and have developed master plans and designs for a 2500-acre new community in Flagstaff, Arizona. Current projects include a planning study and needs analysis for the Alma Public Schools as well as several recreational, commercial and institutional developments.

#### **Crane to Head AIP Department**

Gerald E. Crane, AIA, chairman of the department of urban planning at U of M, will serve as head of the urban design department of the American Institute of Planners.

Crane will direct a national effort to promote and improve urban design procedures and to establish ties with governmental and private organizations.

A native of London, England, Crane joined the U-M faculty in 1968 as chairman of the newly formed department of urban planning. An Architect as well as an urban planner, he was in private practice in Detroit for many years and designed such projects as the Detroit Medical Center, the city centers of Troy and Warren, and Berea and Youngstown, Ohio, and many university campus projects throughout the country. His most recent work is Detroit's South-West Hospital, which is now under construction.

Crane is a graduate of University College in London. He came to the United States in 1954 as a Fulbright Scholar at Cornell University, where he received a master's degree in regional planning.





## Saginaw Valley Chapter Honor Awards for Design Excellence

The Saginaw Valley Chapter has presented four honor awards for excellence in design to two Saginaw architectural firms and one Midland firm. Twenty-three entries in the 1973 competition were viewed by the jury.

Projects receiving the Honor Awards are Kalamazoo Community College, Alden B. Dow Associates of Midland; Stone School, Saginaw, Wigen Tincknell and Associates, Saginaw; a residence in Bay City, by Prine-Toshach-Spears, Saginaw and the Saginaw County Road Commission Office Building, Saginaw, by Prine-Toshach-Spears.

In announcing the winners of the Honor Awards, the jury, composed of Jack Drew, ASLA, Lansing Landscape Architect, Tivadar Balogh, AIA, and Harold Van Dine, AIA, commented on attention to owner's program requirements as reflected in planning, attention to construction details, and the relationship of the projects to the site and their surroundings.

Formal award of the honor certificates were made at the February meeting of the SVC.

Honor Award to Alden B. Dow Associates, Inc., of Midland, Michigan for the Kalamazoo Valley Community College, Kalamazoo.

The building is developed around a 50,000 square foot landscaped court which affords the students an opportunity to experience those qualities of our environment which are becoming increasingly meaningful to our everyday life.

Designed for 2,000 students; 270,316 square feet. The design permits the building to double its present size and student capacity without the loss of character, identity or scale.

Honor Award to Wigen/Tincknell & Associates for the Stone Elementary School. The owner is the School District of the City of Saginaw.

A K-6 Elementary School to house 550 children, the school replaced an 1890 school that was located in the area of the playground-park. The site is between two one-way streets, the main east-west artery of Saginaw, in an established neighborhood.

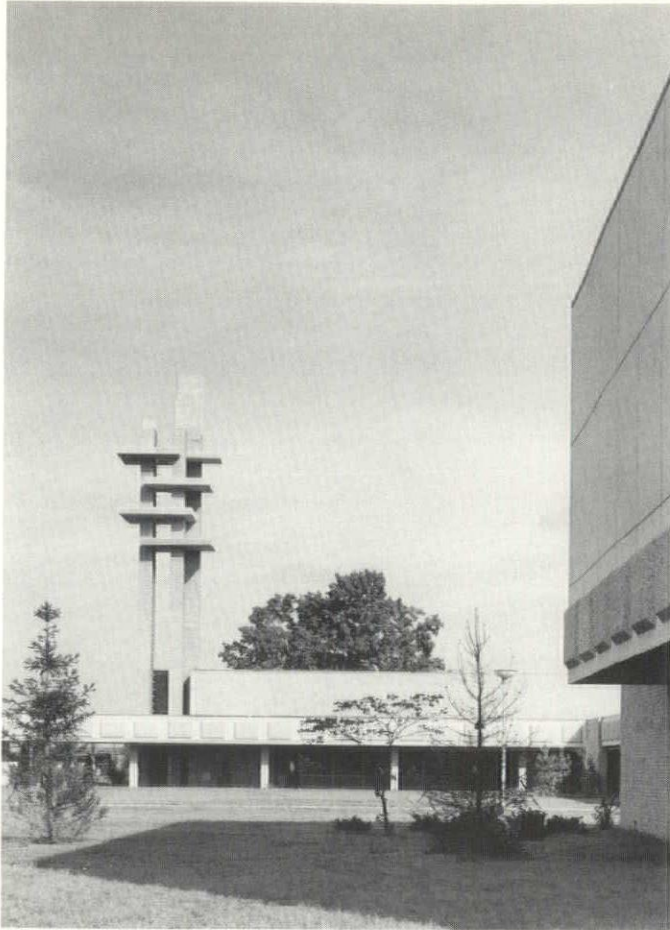
The residence of Dr. and Mrs. R. M. Grissey, architects Prine-Toshach-Spears of Saginaw.

The site is several acres of densely wooded land with minimum road frontage approximately two hundred feet away from road access; close to an expanding suburban residential area; a pathway penetrating the woodlot part way composed of rip-rap dumpings and clay fill; flooding conditions every spring and practically zero percolation; no available sewer or gas service.

The special owner requirements stipulated that no trees be removed and that the site be left wild and undisturbed, even during construction; that no roads or drives be allowed to penetrate the wooded area; that the floor plan be arranged to fit between existing trees and that fenestration be arranged so that wildlife could be readily observed; that, inasmuch as the family has grown, no thought should be given to further development of the site since this will be the retirement home of the owners; that special thought be given to a music area and that no surfaces or materials requiring regular maintenance be used; that there be only one entrance per se over a bridge and that cedar shakes be used at the roof; that security and service from garage at the road to the house be subordinated in favor of seclusion and enjoyment of the natural setting; that privacy be complete insofar as possible yet the house be arranged for entertainment of small groups of close friends; that one special tree (nicknamed "Big Tree") be afforded a prominent view from the house.

Prine-Toshach-Spears of Saginaw received an award for the Saginaw County Road Commission building on Sheridan Street. The Saginaw County Road Commission Building was necessitated by the desire to keep the Road Commission somewhat autonomous from the County Board of Commissioners, as well as providing close liaison between the office staff and the Road Commission Garage which had been located on Sheridan Road some years previous to 1968. The site provides for adequate parking for office staff for now and the foreseeable future, as well as persons attending the many bid openings for construction work occurring in the building.



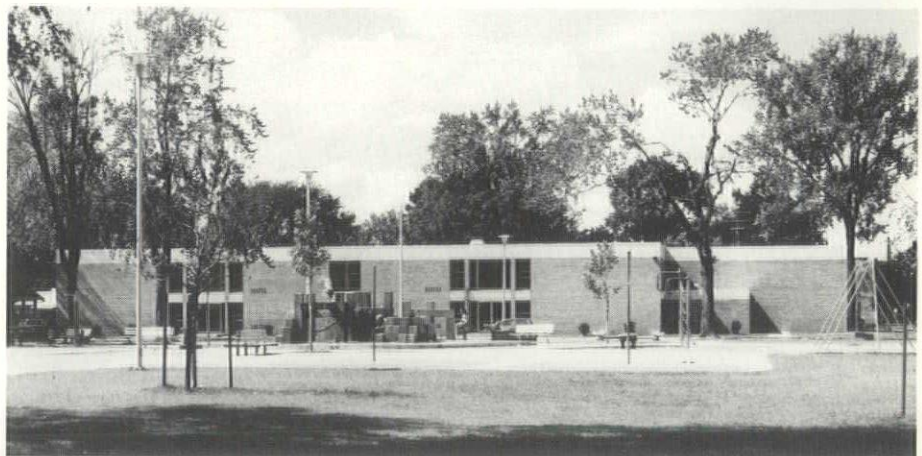


**Kalamazoo Valley Community College**  
Alden B. Dow Associates, Inc.

**R. M. Grissey, Residence**  
Prine-Toshach-Spears, Architects



**Stone Elementary School**  
Wigen/Tincknell & Associates



**Saginaw County Road Commission Office Building**  
Prine-Toshach-Spears, Architects



## U of M Dean Resigns

Reginald F. Malcolmson, dean of the University of Michigan College of Architecture and Design since 1964, will step down from the deanship next year to resume teaching and research at the U-M.

Dean Malcolmson's decision, effective August 31, 1974, was announced at a College faculty meeting. A successor has not yet been named.

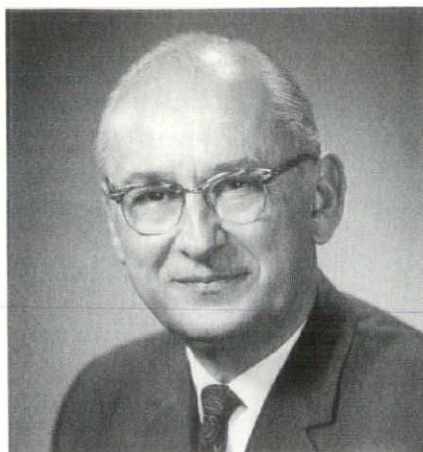
Under Dean Malcolmson's leadership, the U-M College instituted many changes to further professionalize architecture education here, including establishment of the professional doctoral degree in architecture and an extension of the period of study for the master's degree from five years to six.

In addition, construction was begun on a new building on North Campus that will accommodate a total of 1,200 students in the department of art, architecture and urban planning. The building is expected to be completed by the fall of 1974.

### (Editor's Note)

*The MSA Library has received a gift of bound volumes of the Weekly Bulletin from the years 1937 and 1938 from Neil Gabler. Neil was Secretary of the Society for those years. This is a welcome addition indeed.*

*The seven-level air conditioned patient care addition to the Northwest Unit of Grace Hospital designed by Louis G. Redstone and Associates, will include 28 private rooms, 52 semi-private rooms, in and out-patient diagnostic services and improved facilities for pre-admission testing. The structure is part of the 5-year \$8 million construction, modernization and renovation program for the hospital.*



## L.I.T.'S Pellerin Wins Gold Medal

Dr. Earl W. Pellerin, FAIA, director of the School of Architecture of the Lawrence Institute of Technology, has been awarded the 1973 Gold Medal of the Michigan Society of Architects.

Announcement was made by William R. Jarratt, AIA, president of the Michigan Society, who said the Gold Medal is the Society's highest honor and is given annually to a member who "has demonstrated leadership in the profession and has contributed to the advancement of his local, state and national professional organization and his community."

Dr. Pellerin, architect for the master plan and all buildings on the L.I.T. campus in Southfield, Michigan, has been a professor with the college since it was founded in 1932. He also is the architect for many distinguished religious and residential buildings.

Other top honors accorded Dr. Pellerin include election in 1964 to the College of Fellows by the na-

tional body of the American Institute of Architects and the Gold Medal Award presented in 1970 by the Detroit chapter of the AIA.

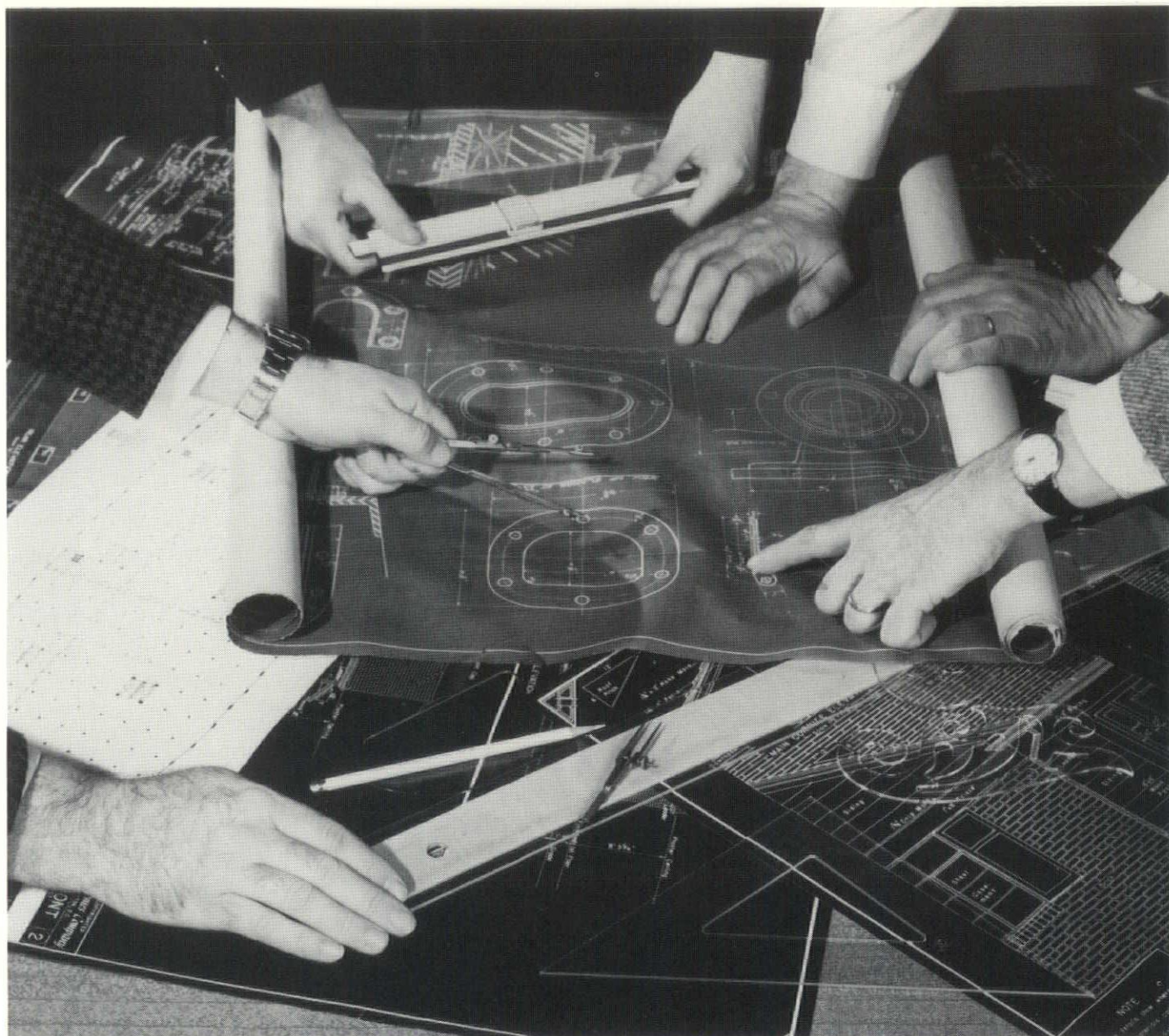
The School of Architecture of L.I.T. has grown to an enrollment of 845. L.I.T. President Wayne H. Buell says this development is due chiefly to the "untiring efforts and dedication of Dr. Pellerin whose students have become many of the leaders in their profession in the Detroit area and throughout the country."

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